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# THE BEARINGS

Vol. X  
No. 1

THE CYCLING AUTHORITY OF AMERICA

....CHICAGO, AUGUST 3, 1894....

They never let up  
winning, those

## Union ...Specials

What do  
you ride?

W. C. Sanger, at Toledo, July 25, won the mile open—a great race—and secured the \$500 prize on a UNION SPECIAL.

The Racine-Milwaukee 21-mile Road Race, July 21, was won by G. H. Seeley on a UNION SPECIAL.

At Waltham track, July 28, Harry Arnold won the third-mile invitation race on a UNION SPECIAL.

Harry Tyler breaks all records up to three-quarter mile, and gives the world a new set of figures. Done at Waltham track, July 28, on a UNION SPECIAL.

Catalogue Free.

Union Cycle Mfg. Co.

Branches:  
PHILADELPHIA, CHICAGO.

239 Columbus Ave., BOSTON, MASS.



# 248 lbs. on the "Sterling."



MR. VAN ALLEN ON HIS STERLING.

EAST SAGINAW, MICH., July 14, 1894.

STERLING CYCLE WORKS, Chicago, Ill.

*Gentlemen:*—On June 30 I bought one of your "Model E" Full Roadster cycles, with G. & J. road tires, weight all on 28 pounds. I looked at a large number of wheels before buying (in fact, spent almost two weeks at it), and could find none that suited me as well as the Sterling.

I learned to ride alone, and did not harm the wheel. I never was on a wheel until I bought the one I have.

My weight (with coat and vest off) is 248 pounds.

I ride about ten miles daily, and the wheel carries me all right, which is a great disappointment to some of the agents for other wheels. I do not pick out the best streets to ride on, but take them as they come. There are some very rough streets here, but the wheel stands it nobly, and has not shown a weak point. I can find nothing to complain of about the wheel, but, on the contrary, think that for material, workmanship, easy running, and, in fact, everything about the wheel, the Sterling is the best made.

I write this unsolicited, and give you permission to publish, if you want to. I believe in giving praise when earned, and my Sterling has certainly earned a little for you.

Hoping that all who buy Sterling cycles will be as well satisfied as I am, and have the same faith in it that I have, I am

Yours very truly,

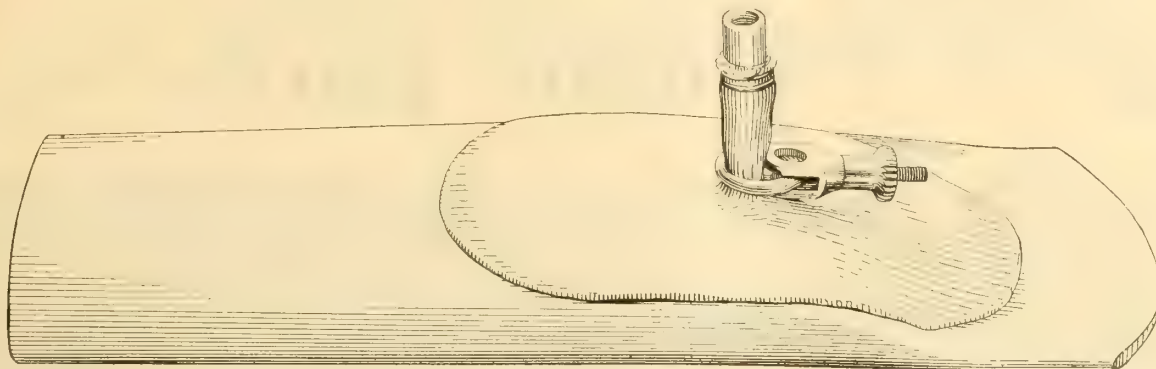
WM. VAN ALLEN.

925 S. Washington Ave.

**STERLING CYCLE WORKS,**  
236-240 Carroll Ave.,  
CHICAGO.

**Special Agents:**  
STOKES MFG. CO., Chicago, Milwaukee, Denver.  
L. C. JANDORF & CO., 118-118 W. 125th St., N. Y.  
SALT LAKE CYCLE CO., Salt Lake City, Utah.





# Victor Pneumatic Valve and Choker.

The superiority of the Victor Pneumatic Valve is well understood by the world of wheelmen.

It is absolutely the only valve attachment that will not leak. We challenge comparison for proof.

For resilience, reliability, and ease of repair—in which points lie the merits of a tire—there is no tire on earth equal to the **VICTOR PNEUMATIC**.

**“Found Only on Victor Bicycles.”**

## OVERMAN WHEEL CO.

BOSTON.  
NEW YORK.

PHILADELPHIA.  
CHICAGO.

DETROIT.  
DENVER.

SAN FRANCISCO.

PACIFIC COAST:  
LOS ANGELES

PORTLAND.

**Lithographs** Size 28 x 42  
5 Colors.



**Hangers** Size 14 x 42  
5 Colors.



**Window Cards** Size 10 x 13  
5 Colors.



QUALITY===THE BEST. Prices on application.

SAMPLES OF LITHOGRAPHS AND HANGERS will be sent on receipt of 25c., which will be deducted from bill, if goods are ordered.

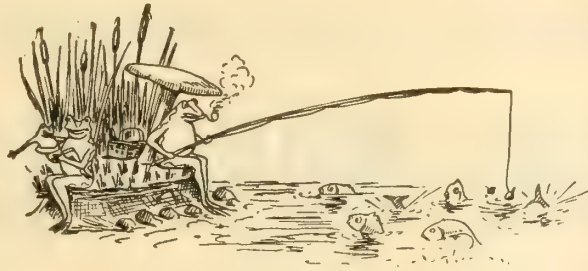
SAMPLES OF WINDOW CARDS will be sent under same conditions. Our assortment of these contain pictures of Bliss, Githens, Windle, Taylor, Tyler, Bald, Dirnberger, and Johnson all in five colors same as our portfolio and plates in our Christmas number.

**The Bearings Publishing Co.**

Isabella Building. 

46-48 Van Buren Street, CHICAGO.





# Get out and Commune with Nature...

DO IT ON A WHEEL===Don't walk.

Take along some of that velvety buoyancy  
imparted by a good tire . . . . .

No misplaced confidence  
...with the

“G. & J.”  
or “Akron” Tires.

We make them. A broad gauge guarantee  
goes with each one . . . . .

Samples, Prices, and Descriptive matter for the asking.  
...PLEASE ASK.

## The B. F. Goodrich Co.

AKRON RUBBER WORKS,

SELLING AGENTS:

The Columbia Rubber Works Co.,

NEW YORK, 65 Reade St.

CHICAGO, 159 Lake St.

AKRON, O.

# PALMERS TAKE MORE PRIZES

... THAN ALL OTHERS PUT TOGETHER ...

Never did any Tire score such Victories.

At ASBURY PARK, N. J.---Two days---13 Races:

12 FIRSTS, 12 SECONDS, and 11 THIRDS, on PALMERS.

35 out of a possible 39 prizes, or  $89\frac{3}{4}$  per cent.

At PITTSBURG, PA.---12 Races:

9 FIRSTS, 11 SECONDS, 12 THIRDS, and 1 FOURTH, on PALMERS.

33 out of a possible 40 prizes, or  $82\frac{1}{2}$  per cent.

At CLEVELAND, O.---22 Races--- $\frac{1}{4}$  mile track:

18 FIRSTS, 17 SECONDS, and 18 THIRDS, on PALMERS.

53 out of a possible 69 prizes, or  $76\frac{8}{10}$  per cent.

Sanger gets World's Record for Ten miles on  $\frac{1}{4}$ -mile track. Time 25:45 on Palmers.

*Riders of OTHER tires could not hold turns and were afraid to ride.*

## THERE WERE OTHER TIRES THERE!

MANY OTHER MINOR WINS NOT HERE.

The Palmer Pneumatic Tire Co., Chicago, Ill.

COLUMBIA RUBBER WORKS CO.

65 Reade Street, New York  
and 159 Lake Street, Chicago.

For Prices and Information address the  
Licensees and Manufacturers

THE B. F. GOODRICH CO.

— Akron, Ohio.



## To the Cycling ....Public

---

For the benefit of agents (and riders as well) we wish to confirm our statement of January 1, 1894, that our new prices were made not only for 1894 but for years to come.

This does not mean we will not continue to improve our line, for we have "lots of good things up our sleeve."

Our prices will be the same in '95 and for years to come as they are this year. WE know what it costs US to build a bicycle and what it costs US to sell them, and WE do not have to ask other makers what WE shall list them at. The fact that it is necessary for other makers to cut their prices proves that their wheels are not worth the price asked for them.

## Western Wheel Works,

Makers of Crescent Bicycles,

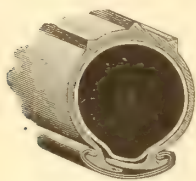
Factory:

CHICAGO.

Eastern Branch:

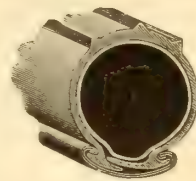
35 Barclay St., NEW YORK.

FASTEST TIRES



ON EARTH.

FASTEST TIRES



ON EARTH.

# IT MAKES US LAUGH. HA! HA! HA!

## THEY SAID

That Single Tube Tires are fastest---

but Bliss thought not—proved it by riding a World's Record mile in 1:54<sup>4</sup>/<sub>5</sub>—on double tube clincher "G. & J. Tires."

That Double Tube Tires are slow---

but Cooper and Berthel "nailed" that one by establishing new World's Road Records from 5 to 50 miles on double tube "G. & J. Tires."

That Clincher Tires are heavy---

and yet the new "G. & J. Racing Tires" weigh only 1½ lbs. per pair.

That a Light wheel must have wood rims and cemented tires—

but Rambler makers have turned out 15½ lb. racers fitted with steel rims and clincher "G. & J. Tires." No rags. No glue. No wires.

That Steel Rims are not fast---

and yet they hold the World's Records for one mile standing start, one mile flying start, besides those splendid World's Road Records.

PARDON THE REPETITION, BUT HOW WOULD YOU PROVE IT OTHERWISE?

# "G. & J." ARE THE FASTEST TIRES ON EARTH.

ANY MAKER OR DEALER WILL FURNISH THEM.

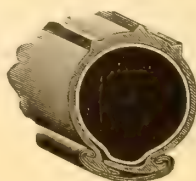
FASTEST TIRES



ON EARTH.

**GORMULLY & JEFFERY MFG. CO.,**  
CHICAGO. BOSTON. WASHINGTON. NEW YORK.  
BROOKLYN. DETROIT. COVENTRY, Eng.

FASTEST TIRES



ON EARTH.



# THE HALLADAY-TEMPLE SCORCHER

KANSAS CITY, MO., July 24, '94.

RALPH TEMPLE, Esq., 158 22d St., Chicago.

DEAR SIR:—It may interest you to know that at the Kansas City Athletic Club Race Meet, held here on Saturday last,

**HALLADAY-TEMPLE SCORCHERS** carried off first honors in all of the events.

In the three-mile handicap, first prize was won by Fred Campbell on the H.-T. S., and the second prize by W. H. Maxwell on the H.-T. S. The two-mile handicap was won by W. H. Maxwell, first, Frank Ferguson, second, both riding H.-T. S. machines. Both of these events were in Class A and were hotly contested races.

Yours truly,

C. H. CLARKE.

The Geo. Worthington Co., Cleveland, O.,  
Exclusive agents for  
Michigan, Ohio, Northern Pennsylvania,  
Western New York.

C. W. Burgman, Logansport, Ind.,  
Indiana and Kentucky.

M. O. Daxon, Omaha, Neb.,  
for Nebraska.

C. H. Clark, Kansas City, Mo.,  
for Kansas.

A. D. Fisher, Toronto, Canada.,  
for Canada.

**MARION CYCLE CO., Marion, Ind. | RALPH TEMPLE, 158 22d St., Chicago**  
**MANUFACTURES. | SELLS.**

MENTION THE BEARINGS

## STILL MORE TIME...

has been given in which to build some steel  
frames that can go up against the....

*Lu-Mi-Mum.*

Now keep your ear to the ground and per-  
haps you will hear something drop....

Send for our elegant assortment  
of interesting reading matter.

St. Louis Refrigerator and Wooden Gutter Co.

ST. LOUIS, MO.

"WE KEEP OUR PROMISES."

MENTION THE BEARINGS.



# HAVE YOU ANY MONEY

*Then Make More by Writing Us.*

**SPECIAL INDUCEMENTS  
TO NEW AGENTS  
that will interest  
YOU in  
ROYAL LIMITEDS.**

*Our newest creation--*  
**ROYAL RED HEAD**

*An 18-Pounder that's  
a MONEY MAKER  
for YOU...*

WRITE FOR CUT.



**ROYAL CYCLE WORKS, Marshall, Mich.**

MENTION THE BEARINGS

## HOW IS THIS FOR RAPID TRANSIT?

THE VICTORIOUS "ORIENT'S" FOURTH OF JULY WINS:

At Waltham, Mass.....	3 Firsts	✱	At Shelburne Falls, Mass.....	3 Firsts
At Highlandville, Mass.....	5 Firsts	✱	At Mattapan, Mass.....	1 First
At Lawrence, Mass.....	5 Firsts	✱	At Watertown, N. Y.....	5 Firsts
At Boston, Mass.....	2 Firsts	✱	At Utica, N. Y.....	3 Firsts
At South Framingham, Mass.....	2 Firsts		At Utica Park, N. Y.....	2 Firsts

July 3rd.

At Norwich, N. Y., F. J. Jenny.....	3 Firsts
-------------------------------------	----------

**TOTAL, 34 FIRSTS.**

**SECONDS AND THIRDS DON'T COUNT WITH THE "ORIENT."**

The above were all won by **Class A Riders.**

When you buy an "**Orient**," you are not paying the salaries of riders and trainers.

In addition to these winnings, the "**Orient**" establishes a **new World's Record** of **2 minutes and 3 seconds** for 1 mile in Class A by A. W. Porter.

One "**Orient**" rider, F. J. Jenny, has scooped 28 firsts on the New York circuit.

**We have a Whole Volume of Records and Prizes won this season on "Orient's."**

Our list comprises everything from a **quarter-mile** open to a twenty-five mile road race.  
Surely this showing signifies that the "**Orient**" is **King**.

P. S.—We want to hear from every rider  
in the country.

**THE WALTHAM MFG. CO., Waltham, Mass.**



# THE CLEVELAND!

PASTE THESE FACTS ON MEMORY'S  
BILL BOARD, AND DON'T FORGET

## THE CLEVELAND IS THE SPEEDIEST WHEEL ON EARTH.

L. C. Johnson Rode a Mile in Competition at Dayton, Ohio, June 30, in 2:14 1-5 on the Cleveland.

In the Mile Open, Class A, the First, Second, and Third Prizes were WON ON THE CLEVELAND WHEEL.

### AT THE STATE MEET.

¼ Mile State Championship, won by W. J. Klinger on the CLEVELAND.  
½ Mile State Championship, won by A. I. Brown on the CLEVELAND.  
1 Mile State Championship, won by A. I. Brown on the CLEVELAND.  
2 Mile State Championship, won by A. I. Brown on the CLEVELAND.  
1 Mile Handicap, won by L. C. Johnson on the CLEVELAND, 2:16, winning the prize for fastest time, Class A.  
1 Mile Open, Class A, won by Bernhart on the CLEVELAND.

### RICHMOND, IND., JULY 5.

A. I. Brown won, on the CLEVELAND WHEEL, the following victories:  
1 Mile Open, time, 2:19; last quarter, :30¾.  
½ Mile Race, in heats, first, 1:13½, second, 1:11½.

STATE MEET OF MISSOURI, SPRINGFIELD, MO., JULY 4.  
6 Events. The CLEVELAND won 1 Mile Championship, the six First prizes. Broke ¼ Mile State Record.

### STEUBENVILLE, OHIO, JULY 4.

Ralph Updegraff, riding the CLEVELAND WHEEL, won the ¼ Mile Open Race, 1 Mile Race, 1 Mile Open Race.

### NASHVILLE, TENN., JULY 4.

3 First prizes, 3 Second prizes, 2 Third prizes, won on the CLEVELAND wheel.

### KNOXVILLE, TENN., JULY 4.

The Best Time Prizes in 12 Mile Road Race won on the CLEVELAND.

For Speed, the Cleveland! For Strength, the Cleveland! For Service, the Cleveland!  
They Stand Up! They Hold Out! They Win!

## A. A. LOZIER & CO.,

BRANCH HOUSES: 304 McAllister St. San Francisco, Cal.  
337 Broadway, New York, N. Y.

CLEVELAND, OHIO.

Mention The Bearings

# A Few Fourth of July Victories!

At

Milford,

Mass.,

A. O. Baush,

of Holyoke,

won 2 First and 1

Third prize on a Keating; also the Time prize in the ten-

mile race. Mr. Casey, of Worcester, on a Keating, won

First in all the other races not taken by Baush.

There were but two Keating wheels at the meet, and these

two wheels won all the races.

At Keene, N. H., Fred L. Knapp, on a Keating, won

First prize in the 1-2 mile open.

First prize in the 1 mile Cheshire Co. Championship.

First prize in the 1 mile open.

First prize in the 1 mile handicap.

Four straight. How is that? "See that curve?"

At Turners Falls, Mass., Keatings won First in every event at

the Bicycle Tournament on July 4th.

At Manchester, N. H., Keating wheels won

2 First prizes.

2 Second prizes.

3 Third prizes.

In the Novice race, Keatings won First, Second, Third,

Fourth, and Fifth.

At Palmer, Mass., Keatings won

5 First prizes.

At Willimantic, Conn., riders of Keatings won

4 First prizes.

At Holyoke, Mass., in the road race held here on July 4th

Keatings won First and Second prize, also Time prize.

The Keating Bicycle is "365 Days ahead of Them All."

## KEATING WHEEL CO.

HOLYOKE, MASS.



# There are BICYCLES

and There are Bicycles.

Some bicycles are like Peter Pindar's razors  
—"made to sell," and there are honestly made  
bicycles.

## Stormer Bicycles

Are made  
to Wear.



If this interests you drop us a line.

W. H. COLE & SONS, of Baltimore, Md., agents  
for Maryland, Virginia, West Virginia, South  
Carolina, North Carolina, Georgia, Florida,  
Alabama; and CHAS. S. SMITH & CO.,  
Philadelphia, agents for Eastern Pennsylvania  
and New Jersey.

## ACME MFG. CO., Reading, Pa.

Mention The Bearings.

## More Eclipse Victories.

The Eclipse Wins 6 out of 15 Place Prizes and one special prize at the P. A. C. Races at Pittsburg, July 19th.

Eleven prizes at El-  
wood, Pa., July 6 and 7.

Five prizes at Mans-  
field, Ohio, July 4.

First prize in Alden,  
Ia., road race, July 4.

Four out of five  
Canadian cham-  
pionships were  
won on the  
ECLIPSE  
RACER.

All of the above were  
class A events.



Investigate the  
ECLIPSE RACER  
the latest, fastest  
and finest of  
RACING  
MACHINES.

Eclipse Model B  
at \$100.00  
is equal to any  
\$125.00  
Road Machine.

DEERE & WEBBER CO.,  
Jobbers,  
MINNEAPOLIS, - MINN.

## Eclipse Bicycle Co.,

Beaver Falls, Pa.

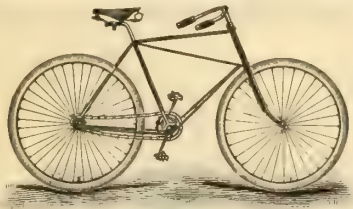
Mention The Bearings.



# “The Winton is a Winner.”

*July 14, 20 & 21 at Cleveland, five firsts, one third.*

WINTON DOUBLE FRAME.



PRICE \$110.00

WINTON LADIES'.



PRICE \$125.00

WINTON SINGLE FRAME.



PRICE \$125.00.

You have heard of the Winton Special bearings—“There is no getting around them,” and the Winton frame—no makeshift re-enforcements. Note that brace for clean cut, strength, and lightness. No broken frames with us . . . . .

Get a Catalogue and Get Wise. Get the Agency and Get There. \_\_\_\_\_

**THE WINTON BICYCLE CO., 108 Perkins Ave., Cleveland, Ohio.**

STUDLEY & BARCLAY, Grand Rapids, Agents for Michigan.

MENTION THE BEARINGS


The... **BUILT LIKE WHAT?**  
Munger **WHY, LIKE A BICYCLE, OF COURSE**

The Lightest Practical Wheel in the World  
.....  
**CALL AND SEE IT**



**A. T. HEYWOOD,**  
Room 904 Isabella Building,  
48 E. Van Buren St.  
**CHICAGO AGENT.**

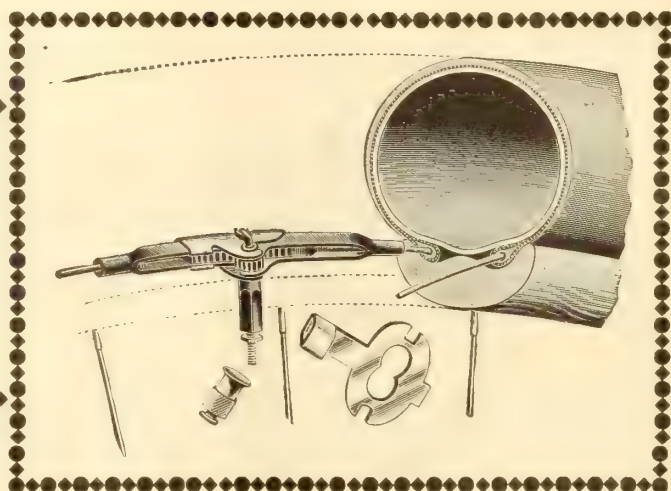
**MUNGER CYCLE MFG. CO.**

 **Indianapolis, Ind.**



**NO!** NOT ANOTHER TIRE CAME WITHIN TWO MINUTES OF IT.....  
Seven out of eleven prizes were won on it.  
It was done in the Oswego Road Race.  
Thirteen miles, over one of the hilliest courses in the country.  
It was done in 35 minutes and 3 seconds, by C. W. Rogers.  
An average of 2:41 4-5.

THIS IS  
THE TIRE.



THE  
WEBB.

**PARKHURST & WILKINSON,**

148-164 KINZIE STREET, CHICAGO

P. S.—Second time in the above race was also won on Webb Tires, as well as second and third time in the Waukesha Road Race, and over fifty other prizes were won on it on July 4th alone.

MENTION THE BEARINGS.

**SURPASSES THEM ALL!**

Why buy instruments that indicate 100 or 1,000 miles when you can get **A HIGH-GRADE, NEAT-LOOKING, AND ACCURATE 10,000-MILE CYCLOMETER** for less money, having three independent dials, indicating single miles and fractions, also trips or day runs and recording up to 9,900 miles and repeat, or can be set back to zero at will. Extends only half an inch from fork and can be read from the saddle without dismounting.

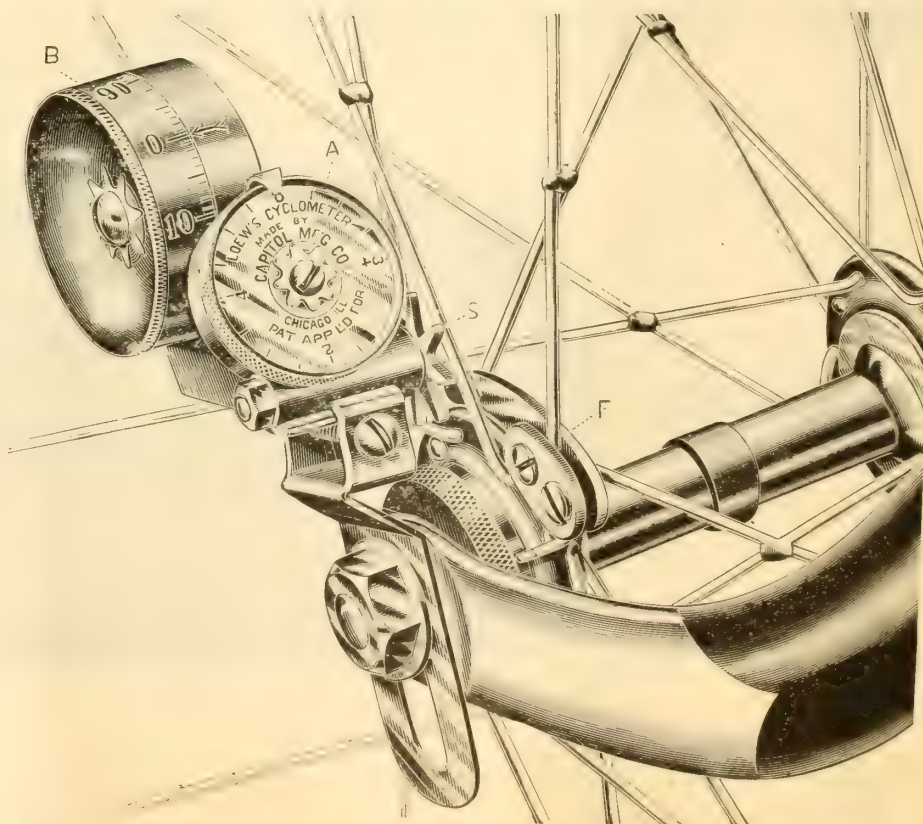
**The Loew  
10,000-Mile  
Cyclometer...**

Weight, 4 oz. .. Price, \$3.25.

Perfectly Noiseless. Dust and Water Proof.

Guaranteed to be **Accurate, Reliable, Durable, Easily Adjusted, High Finish and Workmanship.** And unless entirely satisfactory can be returned and money will be refunded. Made for 26, 28, and 30 inch wheels.

In ordering please state size of wheel.

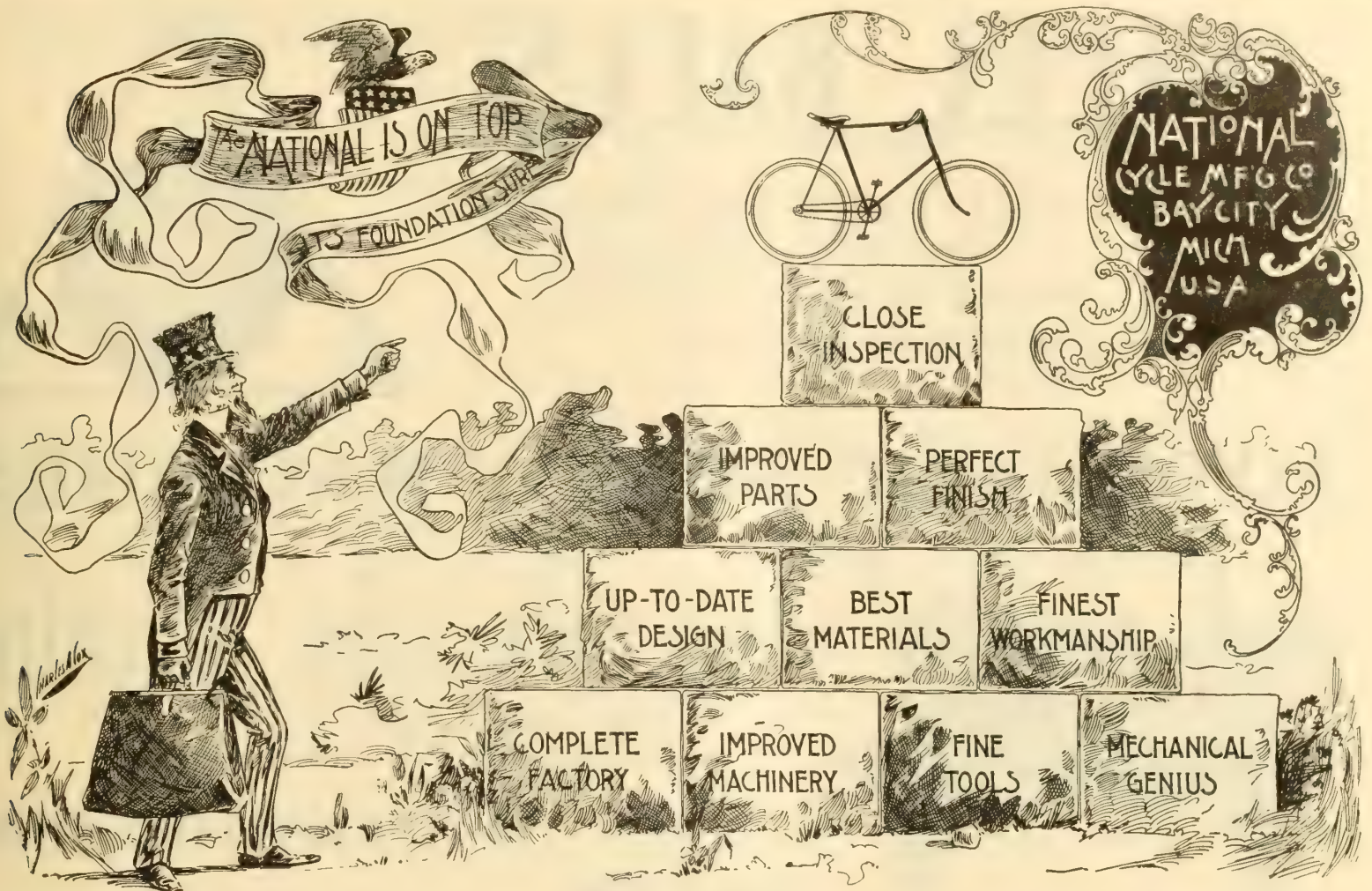


FULL SIZE ILLUSTRATION.

**CAPITOL MFG. CO., 125-137 Rees St., Chicago, Ill.**

MENTION THE BEARINGS





Mention The Bearings

# The Fastest Tire in the World, STRAUS ELASTIC TIRE

PATENT APPLIED FOR.

**JOHN S. JOHNSON** *is breaking records with it and winning races everywhere.*

**JOHN S. JOHNSON'S WORK ON OUR TIRE.**—Half-mile open at Dayton; one-mile diamond at Dayton, 2:14; one-mile open at Port Huron; quarter-mile heat race at Port Huron; open at Fort Wayne, 2:14; half-mile Indiana State record, 1:01; one-mile at Toledo, 2:11; one-mile at Toledo, lowering the State record of Ohio to 2:05, and many others.

We make it in single tube style, laced all around, or partially laced, with inner tube. Racing tires weigh 1½ lbs. per pair, road tires 3 lbs., or less, if desired.

We make seven styles of cemented tires. All our tires are tested with the latest improved testing machine, which shows up every defect in the tire. A satisfactory test with it insures a serviceable tire, beyond a doubt.

**THE NEWTON RUBBER WORKS,**  
NEWTON UPPER FALLS, MASS.

Mention The Bearings.



# STEEL BALLS

For All Anti-Friction Purposes.

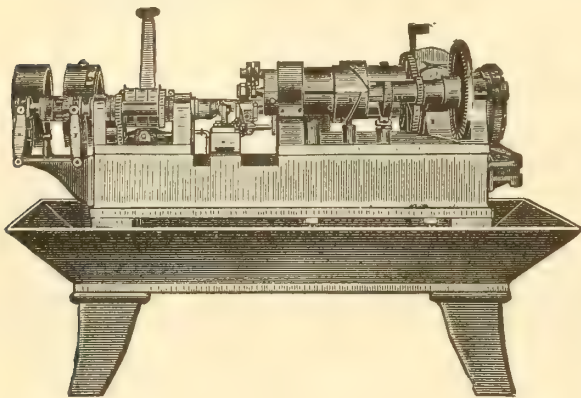
Oil-Cups, Nipples, Air-Valves,

Turned Nuts, Screws, Etc.

—We also manufacture—

## AUTOMATIC SCREW MACHINES

For turned work of every description.



The Cleveland Machine  
Screw Co.,

Cleveland, Ohio.

Mention The Bearings



### Lamp Department.

Special Building and  
PLANT  
devoted entirely to making  
LAMPS.

◆ **TOM THUMB** ◆  
Registered.

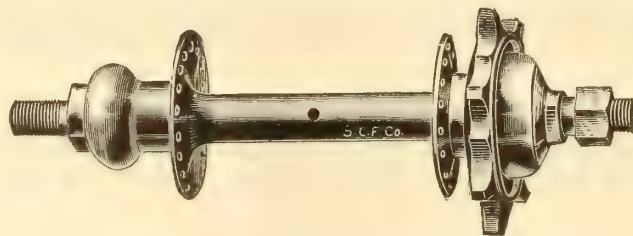
Light weight, made from  
AMERICAN BRASS  
AMERICAN TIN  
AMERICAN GLASS.

Buy from the makers;  
save the duty of

**45 PER CENT.**

Importers must pay  
this.

Our prices knock the  
"stuffing"  
out of IMPORTED LAMPS.



Pedals in  
Six Styles.

**HUBS.** Light Weight. Newest Design.

**THE SNELL CYCLE FITTINGS CO.**

...Manufacturers of...

**COMPONENT PARTS OF CYCLES**

TOLEDO, OHIO.

**DROP FORGINGS.**



Write for  
Catalog.

Frames and  
complete set of  
parts to build a  
High-Back  
High-Grade Wheel.

Try your hand  
at assembling  
wheels,  
it will pay you.  
Sample set sent on  
receipt of  
order.

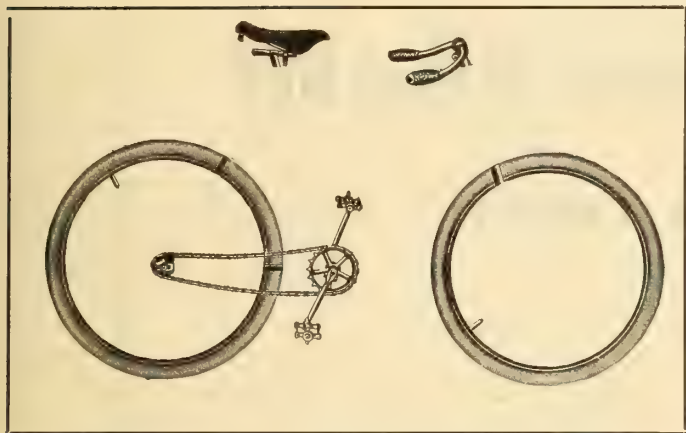


# An Adjustable—

*Bicycle—that is really easy of adjustment—adds much to the pleasure of riding; such is the Warwick.*

*Position changed, bearings tightened, in a minute, by any one, don't have to be a mechanic. The most important adjustment of all is the*

# Handle Bar.—



Just a little more—and you'll see "Perfection."

*The new Patent Adjustable Handle Bar, on the Warwick, raised and lowered as formerly, but in addition, so "adjusted" that the rider can rotate it without dismounting, thus allowing a change of position, is indeed*

## An Innovation.

PERFECTION IN A BICYCLE IS OBTAINED ONLY BY PERFECTION IN EVERY PART; HENCE WARWICK  
MEANS PERFECTION.

*Our Catalogue is an Education in itself on Bicycles; sent free on application.*

**WARWICK CYCLE MFG. CO., Springfield, Mass.**

Mention The Bearings.

The great Hoyland Smith Record  
breaking 25-mile Road Race was won  
by E. L. Macomber

**A GOOD MAN ON THE BEST WHEEL  
HE RODE A  
REMINGTON**

.....

**Remington Arms Company**

**313 & 315 BROADWAY**

**NEW YORK CITY**

WHAT DO YOU THINK OF THAT?

## 283 Prizes won on Ramblers in One Day

### ARE RAMBLERS FAST?

Late reports run up the number of Rambler winnings on July 4th to 283.

148	Firsts.	8	Fourths.
75	Seconds.	7	First Times.
42	Thirds.	3	Second Times.

PLEASE NOTE  
that this splendid  
record is not  
the work  
of a few  
"pot hunters," BUT  
that of the  
cream of local talent,  
in 18  
different states—  
men who buy, not borrow,  
wheels.  
MOSTLY CLASS "A."

COMPARE LISTS  
of RAMBLER  
winnings, please,  
with others  
of like nature  
(for several weeks back).  
RAMBLER WINNINGS  
are not confined to  
large meets (class "B"),  
but large and small  
pay tribute to  
RAMBLER riders, and  
"G. & J. Racing Tires."

WHICH LEADS US TO REITERATE THAT

## "G. & J. TIRES ARE THE FASTEST IN THE WORLD."

AND THERE IS NOTHING "LOCAL" ABOUT RAMBLERS.

### GORMULLY & JEFFERY MFG. CO.

CHICAGO, 85 Madison St.

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NEW YORK, Cor. 57th St. and Broadway.

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# THE BEARINGS

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## TYLER FAILS.

**He Tries Unsuccessfully to Lower Bliss' Figures for the Mile—Butler Gets the Two-Mile Record.**

WALTHAM, July 28.—At the Waltham bicycle track this afternoon, Harry Tyler made two attempts to lower the mile record from a flying start with pacemakers. He was not successful the first time, riding within four-fifths of a second of record time, and the second time collided with the rear wheel of his tandem pacers and fell, bruising and cutting himself badly but not seriously.

Nat Butler rode a flying two miles in 4:07 $\frac{3}{4}$ , making six new world's records, beginning with the mile and a quarter and lowering all existing marks, the two-mile inclusive.

The afternoon was an ideal one for record performances. The heavy wind of Friday was minus, and the air was warm, and just the kind conducive to record breaking. The pacers were feeling finely. Contrary to the usual custom, the record performances come first before the two necessary races, and this kept the large-sized crowd good natured and patient. Tyler's first attempt at the world's mark was the first event of the afternoon. The wind was absolutely missing and not the slightest breeze stirred the flags at the distance posts. He had three tandem teams to do the pacing, and each took him a lap or a third of a mile. The first team was George Cutter and L. Berlo. The second team, A. B. Rich and Peter Berlo, was waiting and made a very good pick-up. The last team was Lonnie Warren and Harry Warren, of Hartford. They, too, made a good clean pick-up, but ran away a bit on the back. Tyler's intermediate times are as follows: Quarter, :28 $\frac{1}{2}$ ; third, :37 $\frac{1}{2}$ ; half, :55 $\frac{1}{2}$ ; two-thirds, 1:14 $\frac{1}{2}$ ; three-quarters, 1:24 $\frac{1}{2}$ ; one-mile, 1:55 $\frac{3}{4}$ . The comparison with the times of Bliss shows that Tyler's time at the two-third and three quarter posts were under those of Bliss. This gives these marks for

### World's Record to Tyler.

But the time lost was on the last quarter, which was made in the very slow time of :31 $\frac{1}{2}$ .

Nat Butler appeared immediately for his record ride. He was paced for the first mile by Metz and L. Callahan. The second mile he was paced by C. G. Williams and F. M. Haggarty. He made an exceedingly plucky and strong ride. His style is very much like that of Meintjes. His intermediate distances are as follows: Quarter, :29 $\frac{3}{4}$ ; third, :39; half, :59 $\frac{1}{2}$ ; two-thirds, 1:20 $\frac{3}{4}$ ; three-quarters, 1:31; one mile, 2:03 $\frac{3}{4}$ ; one and a quarter, 2:36; one and a third, 2:45 $\frac{3}{4}$ ; one and a half, 3:05 $\frac{3}{4}$ ; one and two-thirds, 3:26 $\frac{3}{4}$ ; one and three-quarters, 3:36 $\frac{3}{4}$ ; two miles, 4:07 $\frac{3}{4}$ . All these marks beginning with the mile and a quarter are world's records for the distances.

After two Class B events had been run off, a third and a mile invitation, Tyler made his second attempt with the same teams of pacers. He had not gone quite a quarter when he met with his unfortunate accident, the blame for which can attach to no one. The tandem had made a rather wide swing of the turn and in getting back in to the pole wobbled a bit and Tyler in trying to gauge it, ticked the rear tire. He was off his wheel in a moment. Every one ran to him, but he got up and walked unassisted down the back to the training quarters. He was badly scraped and cut, and lost considerable skin, but will not be laid up but a few days. He, of course, could not make another attempt yesterday afternoon. His manager, Arthur Sidwell, made the announcement that he would not leave Waltham till he had lowered the record.

The third mile was taken by Arnold with McDuffie and Warren second and third. The mile was also captured by Arnold with McDuffie and Rhodes second and third.

### The First Trial.

WALTHAM, MASS., July 27.—At the Waltham bicycle track this afternoon Harry Tyler made an attempt to lower the world's record for a mile from standing start. The record was 2 minutes flat, made by Bliss on the Waltham track July 14. Tyler did not succeed in doing the distance in record time, going the mile in 2:01 $\frac{1}{2}$ .

There are two reasons why he did not succeed in his attempt. In the first place there was a strong wind blowing, and in the second place, his last team of pacers was not sufficiently trained to make a clean pick-up on the last lap. Tyler waited till after 6 o'clock for the wind to go down. But it still blew and blew hard. Finally he decided to make the attempt any

way, and got away in good style. His first pacing team was Leonard Berlo and George Cutter. The team for the second lap was a professional one, riding under special sanction of the Racing Board, Peter Berlo and A. B. Rich. They made as clean and good a pick-up as was ever made on the track, and his third or last team was Ed Lambert and Eddie McDuffie. They did not succeed at all in catching him, and here was where he lost, as the figures of the intermediate distances show when compared with those of Bliss. They ran far away from him and the second-lap tandem was obliged to stay with him and take him round home. They should be given credit for their good stiff two-thirds of a mile ride. The times for the distances were: Quarter, :32 $\frac{3}{4}$ ; third, :42; half, 1:01 $\frac{1}{2}$ ; two-thirds, 1:20 $\frac{3}{4}$ ; three-quarters, 1:30 $\frac{3}{4}$ ; mile, 2:01 $\frac{1}{2}$ .

### Racing Men Strike.

There were two races scheduled on the card to cover the rules in such trials, a third and a mile Class A invitation. When the time came for sending the men off on the first heat of the day, the bell was rung and rung again, but no one appeared from the dressing quarters to get up in the event. The 500 people in the grand stand waited patiently for their appearance. Finally it was announced that all the Class A men present, with the single exception of J. G. Wettergreen, had refused to ride because they thought the prizes were not good enough. It was a most disgraceful strike, and one which it is said the men of the Waltham club's racing team are responsible for. It is stated on the best of authority that Arthur W. Porter, who held the Class A mile record till Butler rode it away from him, made the first move toward refusing to ride and induced the other members of his team, Williams, Callahan, and Haggarty, to join him in the move.

Then F. B. Emerson, of the Press Cycling Club, started across the field after Bianchi, of Malden, who had started to get up, and persuaded him to stay away. Other Class A men who disgusted officials and public alike were A. A. Tosi, H. A. Seavey, F. Mayo, W. F. Sanders, W. Pettigrew, and J. Farrell. Finally after a long wait, Jimmy Clark had the common sense and back-bone to come out and get up at the tape. Then Emerson came out and tried hard to persuade him to leave his wheel. Jimmy replied that he was not going to make a fool of himself if the others did. This had the effect of bringing out the whole field one after another, and the malcontent Emerson was the last one to get up. Porter did not ride at all.

The third mile was won by Farrell with Williams and Jimmy Clark second and third. The prizes were a \$20 diamond, a pair of \$15 racing tires and a pair of \$7.50 pedals. The mile was won by Williams, with Pettigrew and Clark second and third. The prizes were a \$25 diamond and a pair of \$15 racing tires, and a pair of \$7.50 pedals.

### Zeigler Breaks a Coast Record.

OAKLAND, CAL., July 23.—The annual ten-mile road race of the Acme Athletic Club, of this city, took place today and resulted in the lowering of the coast record by Otto Zeigler, the little demon from San Jose, who chopped off 3 minutes from the old record which was held by W. H. Haley, of the Olympic Club, whose time was 30:41. No less than six other riders rode under Haley's time. Nineteen men started in the contest, and all but one finished. Zeigler was on scratch, and considering that the limit man had a handicap of 6 minutes, his riding was truly phenomenal. E. W. Decker's riding was a surprise to his clubmates. He had two and one-half minutes handicap and finished fifth, with second best time. Zeigler finished ninth, his actual riding time being 27:41 $\frac{3}{4}$ . The first five men in were: H. E. Littlejohn, 6 minutes. Time, 32:08. Harvey Gough, 6 minutes. Time, 32:09. J. R. Kenna, 6 minutes. Time, 32:14. L. G. Swain, 6 minutes. Time, 32:20. E. W. Decker, 2 $\frac{1}{2}$  minutes. Time, 28:57.

One peculiar feature of the race was the fact that the first four men finished in the order of their respective numbers in the race.

### Meet at Kansas City.

The Kansas City Athletic Club has applied for a change in the date of its meet from the 22d to the 23d of August to allow the racing men more time in coming from the west. The club are offering a big prize list and all prizes are guaranteed as represented. Its quarter-mile track is banked eight feet and is perfectly safe. Johnson competed on it twice last season and speaks highly of it. The date will fill in nicely for the men who are working their way east from Denver and all who attend are promised a good time.



## HEADS OR TAILS?

**Johnson Wins the Big Race at Toledo by the Toss of a Coin—Titus' Fast Competition Mile.**

TOLEDO, OHIO, July 26.—The star events of the second and last day's programme of the Toledo Cycling Club's race meet were the mile open, in which Sanger and Johnson were tied, and the mile handicap in which Fred J. Titus rode from the 20-yard mark and lost the race by only a yard in 2:08½. Titus' performance here was equivalent to several seconds better than world's record, which is 2:11½, and was one-fifth of a second, possibly



*Start of the mile open, first day.  
Sanger. Johnson. Cabanne.*

two-fifths, better than Sanger's great performance last season on his return from Milwaukee, when he did 2:09¾ from scratch. Had Titus been on scratch he certainly would have overhauled the field and taken a record. Cabanne won this race by a length from Kennedy, who was successfully, though unintentionally, boxed up by a dozen competitors.

But it was the great mile-open race for a \$500 prize in which the greatest interest centered. The prize was one of the grandest sets of bedroom furniture ever seen. Every rider coveted this prize, but the results of the first day had clearly shown that only four or five riders were to be in at the death of this race. It was run on the half-mile track, and Johnson took the first heat, and diamond ring for doing so. Johnson is still sore from his fall of yesterday. C. M. Murphy ran second to Johnson.

### "Brother Charles" Record

at this meet is as clean as is possible under the circumstances, Sanger and Johnson being the only men to beat him. Murphy's improvement is very



*Final of two-thirds mile open, second day. Bliss, first; Titus, second; Kennedy, third; Maddox, fourth.*

marked, and is due, in a great measure, to his having had a good trainer of late. John Gray has him in charge at the present time.

Gus Steele and Conn Baker easily qualified in this heat when Bliss, the record holder, quit from sheer inability to keep the pace. Bliss had a cold chill before this race. The water had affected him and he won the two-thirds-mile race earlier in the day purely and solely on nerve. The second

heat went to Sanger as on the first day, Bald trailing the big fellow throughout and taking second. Cabanne ran third just ahead of Taxis, Taylor and Edwards failing to qualify. Titus did not start in either heat.

When the men came out for the final Johnson is reported to have asked Bald not to shove him off Sanger's rear wheel, but give him a chance to win if he could. The play for Sanger's rear wheel the first day was the most desperate game yet played this season. The coveted position fell to Johnson at the outset. Bald shoved him out and Titus shoved Bald out. Then Johnson regained it only to again lose it when Sanger made his surprising jump just at the beginning of the last bank. In this, the second day's great



*Half-mile open, second day. Sanger, first; C. M. Murphy, second, on pole; J. S. Johnson, third; Taylor, fourth, back of Murphy. Cabanne coming up from the rear.*

mile race, Johnson started well and Sanger slowly. Then Johnson pushed back and

### Secured His Coveted Position.

W. F. Murphy paced the first half and Conn Baker the second, and both rode like wild men. At the finish of the first half the order was W. F. Murphy, pacemaker, Brother Charles, Bald, Steele, Cabanne, Sanger, Johnson, Taxis; Steele backed suddenly at the first turn and Cabanne and Sanger nearly ran into him. Here Sanger made a jump and with Johnson in full tow rapidly passed around the field, and on the banking passed the pacemaker. "It's Sanger's race," shouted every one. Indeed, it looked all of this as he came down the stretch. But Johnson had gotten nicely along on his toboggan slide and had reserved all his strength. Suddenly he jumped and again jumped. Ten feet from the tape he was a foot back and as the tape was crossed exactly even, the judges said, C. M. Murphy close up and third by the length only out of which space Johnson jumped. Cabanne, who ran second to Sanger the first day, ran fourth and Taxis slowed down on the stretch. The time was 2:14, but a second slower than



*Officials of the Toledo meet.*

the fastest mile scratch race of this year and 2 seconds outside competitive record, and that on a much inferior horse track to Dayton or Indianapolis!

Judges gave it a tie, spectators gave it to Sanger, and Henry Goodman to Johnson, by the daylight which flashed through the spokes and between the tires. Sanger wanted to run the race over, but Johnson having a mile



against time to make preferred to accept Frank Chapman's proposition to throw up a dollar and settle it that way. Sanger called tails. It was heads, and on that toss of a coin Sanger lost \$350, the difference between first and second prizes.

#### A Picture of the Finish

shows Sanger ahead. This may have been taken on the slant, or ten feet from the tape. Sanger was good natured over his loss, and said he would have much preferred to run the race over. Small credit is due Johnson for his victory, as he trailed Sanger throughout and had absolutely no wind to contend against.

Two pretty races were the heats of the half-mile open, run on the half-mile track. J. S. Johnson won the first heat, a slow one, his fellow Yellow Fellow, C. M. Murphy, a close second. L. D. Cabanne, the St. Louis rider, now a member of the Lozier team, beat Sanger six inches in a driving finish of a dozen men in the second heat, Taylor, Bald, and Maddox close up. In the final Titus and Maddox stayed out, saving themselves for a later race. Sanger got away slow, Johnson was quickly off, but soon backed up and out of the ticklish position he had gotten into. Johnson then sought Sanger's rear, and the big fellow came around the outside, and soon was tie with Murphy, who had the pole and was coming strong. Sanger worked hard, and so did Murphy. Johnson, in Sanger's rear, buckled right down to work and watched Murphy at the pole. Sanger forced his wheel over the tape six inches ahead, and Johnson was a foot back on the outside, Taylor getting fourth back of Murphy, and Bald fifth just outside of Taylor, and back of the bunch. The half was done in 1:11½, and was another piece of

#### Clever Generalship for Sanger,

while Cabanne, his conqueror in the trial heat, ran unplaced in the bunch.

In the two-thirds mile, Class B, Herman Klinsman, Eck's cyclone, was started by Tuttle. He took last, rode as if scared and then jumped the bunch in the second lap, rapidly gaining the front and then a lead of several lengths. Titus came strong and won by a length, Klinsman wobbled horribly and nearly threw Levy, who was fourth, E. C. Johnson sailing into third place in the confusion and Steele all but going down when Levy wobbled. Bliss paced the fourth lap and was beaten out in the finish by Maddox and Kennedy.

The final of the two-thirds mile was a hot race between Bliss and Titus, old team mates. Klinsman got some ways behind and tried to pass the field just as Titus made a game start around the bank. Titus gained a good lead and Bliss, coming up on the outside, nipped him in the straight, winning by a length, Kennedy a good third.

Although outside limit and ordered run over, the mile open, Class A, final, was a pretty game fight between Cooper, the Detroit flyer and Bernhardt. The latter, when apparently losing hand over fist and twenty yards back, jumped forward into his second sprint, nipped Cooper twenty yards from home and was compelled to fall back a foot before the tape was reached, regaining half of the foot at the tape. The limit was 2:40. The race 2:42¾. The run-over was run the same way, Bernhardt playing his game poorly.

In his heat Cabanne beat Bald in the quarter-mile open, E. C. Johnson won his heat, Graves and Taylor the third heat. In the final Taylor started slow and quit, Callahan lost his pedals, E. C. Johnson led down the straight, Bald rode like a fiend, wobbling all over the track, nearly falling and losing by only six inches to E. C. Johnson, Githens a close third, and Cabanne fourth. Bald made a game effort here, but was hardly equal to a gain of several yards on the stretch.

The club is in clover. The attendance of the first day was 3,800 and fully 5,000 the second. Frank Chapman's management of the meet can not be too highly commended, but Chapman could not do it all. He was persistent and painstaking in his efforts. Every official received a handsome emblem in the shape of a scarf pin as a souvenir. White parasols decorated in old gold and white were carried by the officials.

#### Summaries:

One-mile, 2:40 class, Class A.—F. B. Rigby, Toledo, first; P. W. Klinger, second; W. St. John, third; E. St. Armand, fourth. Time, 2:36½.

Half mile open, Class B, final heat.—W. C. Sanger, first; C. M. Murphy, second; J. S. Johnson, third; G. F. Taylor, fourth; E. C. Bald, fifth. Time, 1:11½. Won by six inches.

Two-thirds mile, Class B, final heat.—J. P. Bliss, first; F. J. Titus, second; A. D. Kennedy, third; H. H. Maddox, fourth. Time, 1:40. Levy won special at end of first lap.

One-mile open, Class A, final heat.—Tom Cooper, first; O. P. Bernhardt, second; L. C. Johnson, third. Race run over, resulted: Tom Cooper, first; O. P. Bernhardt, second; L. C. Johnson, third. Time, 2:36½.

Quarter-mile open, Class B, final heat.—E. C. Johnson, Cleveland, first; E. C. Bald, second; H. A. Githens, third; L. D. Cabanne, fourth. Time, :33½.

Two-mile handicap, Class A.—C. O. Lasley, 300 yards, first; J. G. Ruse, 230 yards, second; P. W. Klinger, 80 yards, third; J. W. Clouse, 250 yards, fourth. Time, 4:51½.

One-mile open, first prize, \$500 bedroom set, first heat.—J. S. Johnson, first; C. M. Murphy, second; Gus Steele, third; Conn. Baker, fourth. Time, 2:22.

Second heat.—W. C. Sanger, first; E. C. Bald, second; L. D. Cabanne, third; W. W. Taxis, fourth. Time, 2:32½.

Final heat.—W. C. Sanger and J. S. Johnson ran a dead heat; C. M. Murphy, third; L. D. Cabanne, fourth; E. C. Bald, fifth. Time, 2:14. Murphy and C. Baker, pacemakers.

One-mile handicap, Class B.—L. D. Cabanne, 90 yards, first; A. D. Kennedy, 50 yards, second; F. C. Graves, 50 yards, third; F. J. Titus, 20 yards, fourth; H. H. Maddox, 80 yards, fifth. Time, 2:08½.

### MANY FALLS AT NEW YORK.

NEW YORK, July 30.—The M. A. C. C. race meet held here Saturday, at Manhattan Field, will long be remembered and talked about for a good many reasons out of the common run of things. There were actually over one hundred and fifty individual men, making a total of very nearly 500

entries. The novice race was run in seven heats and two finals, the fastest one of the finals being called the race. Then the attendance, when the first race was called, was decidedly slim, but during the course of the afternoon the crowd grew to very fair proportions, there being as many as 5,000 spectators at the end. There were two terrible falls, in one of which eleven men went down, while in the other not a man of the eight who were riding escaped. The latter was in the half-mile scratch event and the very cream of Class A men were starters. There were G. C. Smith, Royce, Blauvelt, Goodman, Coffin, Scott, Nagle, and Ermentine. It was the last lap and the field was being taken at a record clip for the final quarter, by Smith who was in the lead, when down he went, the others all going into the wreck in the twinkling of an eye. Royce, who was the fifth man to fall, in speaking of it later in the day, compared his feelings to the picture published in a recent number of the *Bulletin*, labeled, "That delicious moment when the bunch goes down a yard in front of you." Royce said he thought of that picture in that fraction of a second between the time Smith fell and when he struck the pile. Ladies in the grand stand fainted and several others left the grounds, so dizzy did the sight make them. One old-timer described the sight as "an elegant piece of scenery." Every one of the eight men were hurt, yet Coffin, Ermentrout, Goodman, and Nagle, picked themselves out of the mass and continuing on, finished in the above order. No time was taken. Blauvelt and Scott had to be carried off the track, and a rumor at once became current that the former was dead. This was soon contradicted, however. The accident was caused by the front fork of Smith's wheel springing off its resting place. This fall made it impossible for George to ride the half-mile against time as he had intended.

#### The Other Spill

brought down eleven men out of a field of eighteen. They were all bunched and looked like machinery, so evenly did they all seem to pedal, when, on the beginning of the last lap, W. L. Darmer, of the N. J. A. C., sprinted and slipped his pedal. Ten men behind him went down like dominoes set on end, and of that number six were Riverside Wheelmen racers. Ertz, of this club, was thought to have broken his back, but an examination proved it to be badly strained only. He was totally unable to stand alone, and will probably be laid up for several weeks. Goodman was badly cut on the head, both arms and shoulder. "Pop" Granger received a bad jab in the groin, and another in the thigh. He was also badly bruised all over, as was Fred Nagle, who fell in the other spill also. McIntyre was knocked out, and Green was badly cut on the knees, face and neck. Darmer got off with his breath all gone, and the others were jarred only. This accident caused Referee Howard E. Raymond to order the fields cut down, even if it took an entire week to finish up, so after that no more than ten men were allowed to start together. This lengthened the programme out so that it was nearly dark before the five-mile team race had been run, and the meeting brought to a close. The tournament was a success from every standpoint, but had it been better advertised and about two thousand complimentaries given away, the enthusiasm certainly would have been greater. Nothing but Class A races were contested, and something seemed to be missing without the beaming face of Willie Young, the giant form of Asa Windle, or the interested countenance of "Billy" Wells, as he quietly surveys his men. Then again, W. M. Perrett was among the missing, but Fred Hawley made an excellent substitute. "Freddie" Burns and his megaphone, Chairman Raymond and Alex Schwalbach rescued the afternoon from one of lonesomeness. The times made in the different events were really fast, considering the vile condition of the track. The Harlem Wheelmen gave away Japanese fans with an advertisement of their race meet, September 15, on the back, which made a favorable impression in view of the

#### Extreme Warmth of the Day.

At 3 p. m. the thermometer showed ninety-five degrees in the shade and at least 115 degrees in the sun, where the men were compelled to ride. For once, G. Minturn Worden failed to appear. Some one said that "Pop" was in Alaska playing freeze-out and using snowballs for chips, and every one envied him. Simmons, the negro who caused all the "color-question-agitation" in the Irvington-Milburn race, rode, but was not placed excepting with the "also rans."

#### Summaries:

One-mile open.—George C. Smith, first; F. F. Goodman, second; E. L. Blauvelt, third. Time, 2:33½. Won by inches. Smith lost his pedal while leading in the stretch, "Ted" Goodman noticing it made an extra effort and only missed winning by half a foot or less. Smith finished with one foot. Blauvelt was a length behind Goodman.

Half-mile scratch.—Geo. W. Coffin, O. A. C., first; J. T. Ermentrout, P. W., second; F. F. Goodman, R. W., third. Time, not taken. In this event Smith fell while leading on the last lap, the entire field going down with him. Smith was only jarred, Blauvelt, Scott, and Goodman being the worst cut up of the others.

One-mile handicap, five heats and final.—Eleven men fell on last lap, W. L. Darmer going down first. Every one more or less injured. Ertz, of the R. W., suffered greatly from a strained back.—E. A. Boffinger, R. W., first; Geo. Cobb, H. W., second; W. C. Roome, H. C. W., third; J. W. Judge, R. W., fourth. Time, 2:21.

Two-mile handicap, five heats and the final.—E. A. Boffinger, R. W., 120 yards, first; W. C. Roome, H. C. W., 110 yards, second; J. W. Judge, R. W., 120 yards, third. Time, 4:44½. Half a length between the first three men.

One-mile, 2:30 class.—W. A. Barbeau, R. W., first; G. Fred Royce, T. C. C., second; Monte Scott, C. W., third. Time, 2:29½. A close race. Barbeau winning by half a length from Royce, who was the same distance ahead of Scott. This event was run in one heat only, on account of the previous accidents which had placed a majority of the good men in the hurriedly arranged hospital.

Half-mile handicap, five heats and final.—W. A. Whelpley, G. W., 90 yards, first; W. F. Wahnenberger, N. Y., 90 yards, second; Oscar Hedstron, Brooklyn, 90 yards, third. Time, 1:05½. This event and each of its trial heats was one continual rush, excellent time being made in each heat, the best time being 1:06½, and the slowest 1:07½, and Class A men at that.



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GEO. K. BARRETT, EDITOR.

THE RACING MEN'S LEAGUE.

It is the American League of Racing Cyclists! This means that the racing men of the country have banded themselves together for mutual protection. It was all done at Indianapolis last week. In doing this they have but followed the example of their English brethren and accomplished a project long talked of in this country. To be sure there was not the absolute necessity for the league here that there was for an English association, but if it is conducted on conservative lines there is no doubt that it can be of considerable use to its members. The membership, be it understood, is, and will be, composed of those actively interested in cycle racing. We said "if conducted on conservative lines." This means that the new league must adhere strictly to the statement that was made at the time it was organized, viz., that it would not attempt in any way to interfere with the L. A. W. or its government of racing. The racing men have been treated fairly and liberally by the L. A. W., and can have no cause of complaint against it. That there has been considerable cause for complaint against the managers of races can not be denied. There are many cases on record where prizes have not been forthcoming after they have been won and many more where the prizes were not up to the advertised values. When such cases occur it is almost useless for the individual to attempt to obtain justice for himself. The new league working as an organized body for this specific purpose can remedy these evils.

To take another view of the matter, the forming of this league is but another step in the progress toward professional racing. We do not mean to say by this that there is any intention, at present, on the part of those active in its affairs to accomplish such an end, but the very fact that the racing men are getting together is enough in itself. They are to all intents and purposes professionals now, and the sooner that legitimate, fairly conducted professionalism becomes a reality, the better it will be for them. They can not help realizing this, and when the time comes that they can turn professionals in a body they will not be slow to take advantage of the opportunity.

A CASE FOR CHAIRMAN RAYMOND.

Some time ago Chairman Raymond of the Racing Board announced that Class B men who did not live up to their contracts with the manufacturers would be summarily dealt with. He will probably have a chance to look into the case of J. S. Johnson who, if reports are true, quit the Stearns team without warning or cause. If such is the case, we believe that he should be made to pay dearly for it by being suspended for a considerable length of time. The Racing Board and the League have dealt liberally with the racing men, and have given them such an opportunity to make racing profitable for themselves and expensive for the manufacturers as they never had before, and it is but fair that the latter should have his mead

of protection. In the past when any payment, even of expenses, by the manufacturer had to be *sub rosa*, he had a powerful weapon at his disposal in cases where the racing men did not carry out their agreements. A protest to the Racing Board would make them professionals. Now it is different. If a racing man sees fit to jump a contract the manufacturer has no recourse whatever. We trust that Mr. Raymond and his board will look into this case carefully. If Johnson was in the right the cycling world would be glad to know it. If, on the other hand, he has become thoroughly innoculated with Eckism, a vacation from the track will do him good.

BUTLER'S GOOD RECORD.

Early this spring Nat Butler jumped into prominence as the winner of first and time prizes in the Linscott road race, in phenomenally fast time. Since that he has been but little heard from. He has shown that he is made of the right stuff recently, however, by lowering the two-mile record several seconds. There have been several records broken this season, but none so badly smashed as that of the man from Cambridgeport. The record, previously held by H. C. Tyler, stood at 4:15<sup>3</sup>/<sub>4</sub>. Butler cut it down to 4:07<sup>1</sup>/<sub>2</sub>—over eight seconds. This performance when considered in connection with his phenomenal long distance riding, would seem to indicate that he has the records from two up to twenty-five miles, at his mercy, and perhaps the records of much longer distances. America has long shown to the world her supremacy at the short distances, but has never made a very creditable showing over longer journeys. We should like to see some American, and none better than Butler, show that American muscle can make a bicycle travel over long distances as speedily as that of the Englishmen or Frenchmen.

THE LEAGUE MEET.

The date for the League meet at Denver is rapidly approaching. There are innumerable attractions for the visitors in that city even if the managers of the meet did nothing. They are hard at work, however, and are offering a splendid list of attractions. It is safe to say that the '94 meet will prove the most enjoyable of any ever held in the history of the League of American Wheelmen. This is the first time that the meet has been given to the west and it is to be hoped that the attendance will be large. The indications, indeed, all point that way, and we beg to say to those who are as yet undecided: Do not miss the meet if it is at all possible to attend. If you fail to take advantage of western hospitality, you will regret it.

ZIMMERMAN IS ALL RIGHT.

To most of us it has become such an article of faith to believe most implicitly in Zimmerman that we become very impatient when either his ability or his integrity is called into question. We know that he is still the invincible champion of old, over-topping all who aspire to rivalry to an extent that we only realize when he steps aside and we have an opportunity of witnessing the constant fluctuations in the form of all the other first-class men. Some people forget all this, however, while others have never understood it thoroughly, and every year we have to undergo the irritating remarks of these know-nothings who appear to think that one swallow makes a summer and that a few defeats at the beginning of the campaign forecast the remainder of it. When the tide does turn we hear no more of them, but that fact does not render their presence any more desirable at the time.

If there is any cardinal doctrine more firmly grounded than our belief in the

Ability of Zimmerman to Win.

it is the conviction that he never mounts a wheel without the intention of doing his utmost to win the race. Unlike some men, he never starts for the purpose of taking a practice spin, and he is possessed with a consuming thirst for more victories, and we may be sure that when a competitor crosses the tape in front of him it is through no lack of effort on his part to bring about a different result. This being so well understood, it is surprising that the story accusing him of the sharpest kind of practice in Italy should have been given so much prominence. Pains appear to have been taken that the story should have wide circulation, and while no paper can be criticised for publishing it, yet the incredulity with which it was received by them might have been made more emphatic without any harm being done. We may rest easy under the assurance that a satisfactory explanation of the occurrence will be forthcoming in due time. Indeed, it is hardly less than an insult to Zimmerman to appear to consider a denial necessary. He is "out for the stuff" this year, this is true, but it is by no means an entirely new pursuit for him, nor one requiring him to lay aside all the principles which guided him when an amateur.

S. W. MERRIHEW.

Good Boy, Bill.

William Swinford, of our city, took a hand in the bicycle races at Paxton, yesterday, capturing the whole pot. He won every race, securing all of the purses, which footed up, in round numbers, just exactly \$29. William is at home when aboard of a two-wheeled horse.—Watseka (Ill.) News.



## GOTHAM GOSSIP.

NEW YORK, July 30.—Everything points to a most successful race meet at Asbury Park, N. J., on August 10 and 11. The tournament is to be held under the management of the Asbury Park Athletic Association and all the fast men of Class A will compete. The national circuit will keep the majority of Class B men in the west, but a good number will ride in the various events allotted to that class here. H. R. Steenson, of the Remington team, has been living on the track where the races are to be held, since July 8, and if the Remington wins everything, no one need be surprised. W. M. Perrett is in full control, and the manner in which he covers the surrounding territory is a caution. Last Thursday he started from the Ocean House in the park at 6:30 a. m., dressed in his white suit with diamonds sparkling and linen (spotless), having in the carriage with him a bucket of paste, and 500 one-sheet lithographs of the races. For one full day he slathered the neighboring towns, slapping up bills here, there and everywhere. When asked why he did not hire such work done, Perrett replied in his characteristic style, "I'll do the bloody job myself, and then I know that it is done properly."

Tom Stevens, the round-the-world tourist, was in the city a few days ago, and while here, remarked that he had never in his life ridden a pneumatic-tired wheel. It seems strange, but it is nevertheless true, that the quiet fellow who created such a stir by his initial trip awheel some years ago, should not know how it feels to be astride one of our modern makes of machines. Stevens tells a good story about himself, and how he nearly rode one, which runs as follows: It was about two years ago in Oxford, England, where he was visiting friends, that he met a young woman, from whom he received an invitation to accompany her on a run into the country. Tom felt awfully embarrassed about it, but finally stuttered forth an acceptance to the invitation, and then went off to his room and worried, simply because he had never ridden anything in the line of bicycles, aside from those fitted with solid tires. For one entire day Stevens stayed in his room and thought over the situation, becoming more and more rattled as each tolling of the clock announced the approaching hour set for the ride. After a while, and just as the bashful fellow was beginning to feel the nails in his shoes grow warm—thank heavens, it began to pour down rain. The storm let Stevens out, and that night the train for London carried him, bag and baggage away from delightful old Oxford.

To those who remember how painfully bashful Tom Stevens was on the occasion of his reception by the Chicago Cycling Club in Chicago at the old clubhouse on Michigan avenue, next door to where the Richelieu Hotel stands today, the foregoing narration will be appreciated.

How is it that so many papers are printing and reprinting the statement that P. J. Berlo and W. A. Rowe (both professionals) are members of Class B? Every daily paper in New York city has had it that Asa Windle would train "Billy" Rowe, this fall, for the Class B races to be run in September. In reply to a question about the rumor Chairman Raymond laughed it off with the remark, "It's a wonder the newspapers haven't got 'Jack' Prince into Class A long ago."

In a recent letter to Chas. H. Luscomb, president of the L. A. W., from Albert A. Mott, ex-chief consul of Maryland. The latter says that his only reason for resigning the chief consulship is owing to the confining and laborious duties of the office. Those who claim to know wink their off eye at the assertion and think, "I wonder what else was instrumental in his taking this course."

About one month, or more ago, a young man named George Meyers, and claiming to be the American correspondent for one of the French illustrated bicycle papers, made his appearance here and straightway began to make himself solid with the trade and cycling press generally. Meyers seemed to be a genial companion and his style proved to be quite catchy. Every one liked him and so when he asked Sidney Bowman, of 944 Eighth avenue, for the loan of a wheel for a short time, the request was readily granted. At the expiration of four days, neither the machine nor Meyers had shown up, so Bowman began to investigate. His investigations resulted in Meyers' arrest last Saturday, just as our French friend was boarding a steamer for his home. In his pocket was found a pawn ticket showing that he had pledged the wheel for \$11 and had it not been for the cleverness of Detective Sergeant O'Connor, who negotiated the capture, the chances are that neither the bicycle nor the culprit would have ever been seen again by Bowman.

A really handy, as well as an interesting book on training, track management, construction, etc., illustrated with the cuts of the more prominent racing men and trainers of the time, has been published by the *American Wheelman*, and is creating a stir among lovers of concise treatment of important matters. W. M. Perrett tells how to clerk a course, Tom Eck, C. R. Culver and several racing men have contributed articles on training, and Henry E. Ducker, undoubtedly the king of tournament promoters, explains the many important details of race-meet management. Taken all in all the book is the best of the kind ever yet published, and already complimentary remarks are heard upon all sides for its tidy and compact appearance.

At the regular monthly meeting of the M. A. C. C., held last Friday evening at the Columbia on East Fourteenth street, a most gratifying condition of affairs was found to exist. The Greenwich Wheelmen was elected to association membership, and the race committee's Irvington-Milburn report proved that, from a racing standpoint, as well as in every other light the contest was a most successful one. The treasurer's report showed the finances of the association to be extraordinarily healthy, and for once there were no unpleasant arguments to mar the smooth sailing of the night.

Mlle. Londonderry, the female globe girdler awheel, was given a hearty

send-off Saturday, at noon, from City Hall Park, this city. Fred Gallaher, the prominent sporting man and enthusiastic wheelman, goes ahead of the made noiselle to prepare for her coming. He will arrange for her to attend counters in dry goods stores, give lectures or anything else of the kind, and it is confidently expected that the trip will turn out as well as it has been planned. "Dixie" Hines gave the fair young woman her "push-off" amid the wildest kind of an ovation, just as the city hall clock tolled the hour of noon.

## BUFFALO RACING PROBABILITIES.

BUFFALO, August 1.—Buffalo cyclists may well feel gratified over the triumphs of the local Class A men during the past month. The work began on the first of July by the lowering of the 100-mile local road record held by Van Wagoner. Steimal did the trick and took a respectable slice off the previous mark. Goehler, the speedy Ramblerite, followed only a few days later and scored five firsts at Ellwood, Pa., on July 6, and in doing so beat such riders as Arthur Banker, Paul Nelson, George H. Williams, all of Pittsburg, and the Cleveland Class B's, E. C. Johnson, A. I. Brown and Goetz. The next day at the same race meet the Buffalo boy scored three more firsts, again beating the Pennsylvania and Ohio crowd. A Buffalo team consisting of Goehler, Lutz and Cleveland, on July 7 and at Ellwood, played horse with four Pennsylvania and Ohio teams, and walked off with a \$450 trophy. But this is not all. At Providence on July 7 L. A. Callahan and E. F. Leonert beat out a field of scratch men, among which were Nat Butler, Snow, Van Wagoner, and Harvey, in the twenty-five-mile Providence road race, and won first and second time prize, respectively. A little later on in the month A. B. Goehler lowered the five-mile American competition record by over 5 seconds in a five-mile handicap at Jamestown, starting from scratch, making his own pace, and overcoming a handicap of 850 yards, winning the race by a big margin. When it is considered that Buffalo riders have no training facilities, no track, and a police regime that is very strict as to speedy riding, even in the outskirts of the city, the work of the men is truly remarkable.

Several local wheelmen are again agitating the matter of an inter-city team race at twenty-five miles for the road championship, and a sweeping challenge to any city east of the Mississippi may soon be issued. Buffalo would surely stand a good chance with the best road riders in the country. Take, for instance, L. A. Callahan, holder of the twenty-five mile road record of 1:10:37; A. B. Goehler, with a record of 1:10:42; A. E. Weinig and E. F. Leonert, each with a mark of 1:10:45; W. F. Buse, with a record of 1:10:58, and J. W. Linneman, also with a mark under 1:11:00. Each of these men can go in 1:08:00, on a regular road course, and in about 1:05:00 on a track like the Belle Isle route at Detroit. It will take a pretty fast brigade to bake this crowd, and should such a race become an assured fact, it will be a battle royal, and an event that would create considerable interest in cycling circles throughout the country.

The battle royal between the Press C. C. and the Ramblers B. C. for the fifty-mile road championship of Buffalo and western New York for the \$500 Rose Brothers' challenge cup will take place September 8. The event is an annual fixture, and the race has been won twice by each club. This year's event will decide the permanent ownership of the cup, and the contest will be for blood. The Ramblers will have Goehler, Weinig, Buse, Linneman, Blake, and Steimal, as its representatives, and the Press C. C. will be defended by L. A. Callahan, E. F. Leonert, W. A. Lutz, John Pensyres, John S. McFarland, and probably Joseph Young. The Pressites have the two best men of the lot at fifty miles, but the blue and white team can show a better general average, so that the teams are pretty evenly matched, and it is not safe betting on the result.

All the hue and cry about the several race meets that would be held in Buffalo before the close of the season has fallen flat. The fight between the cycle dealers and the Press C. C. for a sanction for August 25 or September 3 has been ended in an unexpected manner. The Pressites were morally certain of receiving a permit for either one or the other of the dates mentioned, and the cycle dealers, by superior influence, also expected to get one of the coveted dates. Chairman Raymond, however, nipped both schemes in the bud, by refusing a sanction for either date, rightly contending that the former day would interfere with the meet at Jamestown on that day, and that the latter would conflict with the Syracuse meet on Labor Day. A selection of days in September was offered to both organizations, but was refused, on the ground that a meet in Buffalo after Labor Day would be a money losing affair. The dealers, however, intend to have a race of some kind, and a 100-mile road event over the Erie-Buffalo course has been suggested. The idea would be to have a race open to any and every one, with a handicap limit of about 40 minutes. The prizes to be substantial and to be about twenty in number—four time and sixteen place prizes.

Alvin Musselman, a sixteen-year-old clerk in the bicycle store of A. P. Slosser, Wichita, Kan., recently chased a bicycle thief from Wichita to Denver, and succeeded in catching his man. The chase was a long and hard one, but the boy was plucky and ran his man down.

One of the handsomest things we have seen in the way of souvenirs is the one which *Cycling West* is getting up for the Denver meet. The pictures in the book are superb, and how the publishers can give them away to League members is a wonder.



## AGAIN THE RECORD GOES.

**F. J. Titus Lowers Goehler's Five-Mile Time at Lafayette—Taxis Defeats Sanger and Others.**

LAFAYETTE, IND., July 30.—“Never mind the prizes if the track is fine,” said the racing men today when they heard, upon their arrival in Lafayette, that the track was the finest horse track ever seen. And such it was. Smooth as the proverbial billiard table and nearly as hard all over as at the pole, it was an ideal track. It was the finest track, so said Sanger, that he had ridden on this year. The race meet was promoted by the Lafayette Military Band and was a success, with 3,000 people in attendance. There is no club in Lafayette and it is thought this meet will stir up the enthusiasm to a point where a club can be successfully run. Nearly all the good men were present, but Bliss' bad day had come and Johnson was still sore from his Toledo falls. Only the big strong men are standing the hard strain of this arduous campaign.

Taxis, who is particularly good on short sprints, came out grandly today and won two events, the quarter-mile from MacDonald and Bald in a good hard finish and the half-mile from Sanger, Kennedy, and Taxis in a wonderfully spirited finish, as may be imagined, with

### Sanger Running Second to Taxis.

Taxis, at the pole, flew around the turn and Sanger came out and around the bunch getting as far as Taxis' rear but no farther.

Sanger won the mile open in a good finish with Cabanne second again. Titus third and Kennedy fourth. Kennedy improves daily and is getting into tight finishes regularly.

And to top off a day of surprising results, F. J. Titus broke the five-



L. D. CABANNE, OF ST. LOUIS.

mile competitive record, and that easily, riding the last mile in 2:41 and five in 12:28½, the new record being 12:31, by Goehler, of Buffalo.

This was as pretty a handicap as has been run this season. Titus was on scratch, Cabanne 50 yards, Githens, 100; MacDonald, 180; W. F. Murphy, 400; Maddox, 280; Steele and Levy, 300, and Leacock, 600. Half way through Leacock was caught by four or five and Maddox was leading the front bunch, while Titus had taken up the back-mark men, and was hustling them along at a good pace. Titus did his first mile unpaced in 2:23½, his two miles were done in 4:45¾; three, 7:16; four, 9:47½. Here he was in the bunch, having caught the leaders just after passing the four miles. Then all slowed down and were yelled at lustily to go ahead and break the record. Cabanne had quit from cramps and sickness at the four miles, but when they slowed, quickened and caught them again. Cabanne paced a quarter on the last mile and on the finish made

### A Beautiful Fight With Titus,

winning by a foot, Githens only a foot behind Titus, and Maddox another foot back.

The quarter-mile open started the ball a going. On this track a hot race was possible, and the men could use any part of the track. Taxis had a little the best of it as the field rounded into the stretch. MacDonald in his terrible effort to catch Taxis and keep out of Bald's way, rode fearfully dangerous. It was all unintentional, but he came very near running into Taxis, whom he was pressing close, and then into Bald who was coming strong. The struggle was a pretty one, and Taxis, attired in Bald's racing suit, showed the way over the tape by a length easy, MacDonald defeating Bald a foot only, and Levy defeating Graves a foot for fourth; Bliss rode in late. At the shove-off there was daylight between him and the field, but

his gear was large, and MacDonald and the field flew by him, and he stopped. He was trying a sixty-eight gear and at the corner slipped.

The half-mile open saw sixteen starters up and it was run in two heats. Windle shoved MacDonald away ahead, and he paced for part of the way. Sanger worked through and won, looking at Kennedy who was a good second. Cabanne and Taxis qualified, but the judges got them mixed. Bald was a close fifth. Levy's tire skidded in the second heat, and he struck Callahan, Murphy, Steele, and Callahan all coming down 100 yards from the start. Maddox, Taylor, Bliss, and Levy qualified in the order named, Bliss riding simply to qualify.

The final of the half-mile open brought Maddox, Sanger, Kennedy, Taylor, Taxis, Levy, and Cabanne in the order named from the pole. Cabanne played for the pole and paced. At the turn Taxis came in first and making a right good run defeated Sanger a foot in a great finish and Sanger did not look around either. It was a

### Clear Win for the Philadelphian.

who has, in the racing men's parlance, been a “novice” ever since his fall. With the quarter and half mile open to his credit, Taxis easily steps into the “Tourist” class and can again eat ice cream (if he is foolish). Taxis rode a borrowed wheel, wore a borrowed racing suit and racing shoes. Perhaps it was the S. B. C. monogram on the shirt that made him successful. Kennedy shoved Sanger close, enjoying a sleigh ride on a red-hot day and Taylor came in a strong fourth, Cabanne fifth. Bliss was coming with the bunch, but for some reason failed to finish in the bunch, although close up. The last quarter took just :30¾. Bernhardt won the half-mile open, Class A, almost in a run away and the mile open, also Class A, fell to Rigby, of the same team, who finished a length ahead of Miller, of Mulberry, who beat Bernhardt out a length.

From the pole out, MacDonald, Sanger, Cabanne, Kennedy, Graves, Titus, Johnson, Callahan, C. M. Murphy, Levy, Bliss, Githens, and Taylor in back lined up for the mile open—thirteen in all, an unlucky number. Taylor struck out for Sanger's rear. The referee did not like the way the race was started, and for some mysterious reason

### Called the Men Back.

No man fell. The referee merely said he did not like the way the race started. Murphy turned around and came back, and was told that the referee had no right to call the race back. He at once started and rode the mile out. The referee then disqualified him, and the riders demanded he be allowed to ride. He got up. Levy, closely followed by Bliss, at once took the pace. Sanger was in the back of the bunch. Githens took the second half and paced well. Charley Murphy swung into the straight in the lead, Sanger collared him at once, and a yard wide of the pole came strong. Cabanne shoved his nose in between Sanger and the fence and held it there, while Titus, six inches back, was on the other side of Sanger, Kennedy coming strong on the extreme outside of the track, Murphy, who had won the race (according to all rules), beating MacDonald out for fifth and Bliss seventh, just back of MacDonald. Johnson was not in the hunt. The time, 2:16½, compares favorably with other scratch events of a fast nature this year. The finish was as pretty as any.

W. F. Murphy entered a protest for his “Brother Charl” on the mile-open race. This is the most peculiar case ever brought out. Murphy started and came back with the rest, being first back. When told by Clerk Bode that the referee could not call the men back, having had no cause, he at once mounted and started again for the mile. Whether a man can come back and start over again in a race and claim the prize does not become apparent. When he turned around and came back, the question is, Could not the referee disqualify him, as he did? No time was caught for Murphy's mile and there was no time limit. It is a hard nut for Chairman Raymond to crack.

### Summaries:

Quarter-mile open, Class B.—W. W. Taxis, first; R. MacDonald, second; E. C. Bald, third; James Levy, fourth; F. C. Graves, fifth. Time, :31.

Half-mile open, Class A.—O. P. Bernhardt, first; C. S. Ferguson, Logansport, second; George Eisenhardt, Mulberry, third. Time, 1:08¾.

Half-mile open, Class B, final heat.—W. W. Taxis, first; W. C. Sanger, second; A. D. Kennedy, third; G. F. Taylor, fourth; L. D. Cabanne, fifth. Time, 1:16½; last quarter, :30½.

One-mile open, Class A.—F. B. Rigby, Toledo, first; F. Miller, Mulberry, second; O. P. Bernhardt, third; George Eisenhardt, fourth. Time, 2:32¾.

One-mile open, Class B.—W. C. Sanger, first; L. D. Cabanne, second; F. J. Titus, third; A. D. Kennedy, fourth; C. M. Murphy, fifth; Ray MacDonald, sixth; J. P. Bliss, seventh. Time, 2:16½.

Five-mile handicap, Class B.—L. D. Cabanne, St. Louis, 50 yards, first; F. J. Titus, scratch, second; H. A. Githens, 100 yards, third; H. H. Maddox, 280 yards, fourth; Gus Steele, 300 yards, fifth; C. H. Callahan, 170 yards, sixth. Time, 12:28½. New world's record

## NOTES FROM THE CIRCUIT.

The Rambler team, Bliss, Lumsden, and Githens, has won \$1,350 worth of prizes at three race meets, all they have competed at this season.

Will Pixley, once known as the Omaha boy wonder, is again racing and has won seven firsts, seven seconds and two thirds in eighteen races this year. He is riding a Yellow Fellow and will shortly go for the Nebraska state record.

Seventy-five racing men, their trainers and managers, are enough to drive the keeper of a hotel to insanity. It was so at Newark, and only half of the party could be accommodated at the New Warden. From the time of arrival to the time of departure, there was perfect bedlam. This was intensified by the fact that rain fell all day Monday.



# Talking About Bicycles.....

Did you know that there had been more Waverleys built and sold this season than any other one make of 28 inch machines in America, regardless of grade or price? It is a fact! And it's being so is the most substantial proof in the world of the merit of this handsome machine. Every Waverley sold has been a walking, or rather a running advertisement for the goods, and notwithstanding the hard times, our factory, which has the largest capacity of any bicycle plant in the world, has been running night and day to fill orders. Why? Because we have given our customers a \$150.00 bicycle for \$85.00, and they show their appreciation of our efforts to give them the **best goods** for the least money by riding the Waverley. Have you seen it? If not, do so before you buy.

HUMBOLDT, NEB., July 20, 1894.

INDIANA BICYCLE Co.,

*Gentlemen:*—Some time ago I wrote to you for a complete repair list, and you said inclosed please find list, but you failed to send it, and, as I was going to Denver on a trip, I had to order such as I wanted from your agents at Lincoln, and got them.

I made the trip, and it was more extensive than I expected, as we traveled 1,260 miles, and can say I never paid out a cent for repairs while I was on the trip, and my wheel and tires are as good as when I started. I had to ride through cactus for twenty-five miles, which was the only thing that caused a puncture, and will say I am exceedingly well pleased with the wheel. I am

Yours,  
E. C. HILL, JR.

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## SOCIETY OF CYCLISTS.

**The Annual Meeting—Entertained by the Mayor of Maidstone—English News.**

LONDON, July 21.—Yesterday and today the Society of Cyclists has been holding a congress at Maidstone. About fifty ladies and gentlemen took part in the programme. A small riding party traveled down by road on Thursday, and yesterday morning the proceedings opened at the town hall, where the mayor of Maidstone welcomed the party. Sir Benjamin W. Richardson, the society's president, delivered his annual address, referring to the objects of the society, the progress of cycling during the past year, and the hygienic effects of the sport. Visits to All Saints Church, the ancient archbishop's palace adjacent, and the college were made before luncheon. In the afternoon an excursion to Leeds Castle was made by road. Among those cycling were Mr. and Mrs. Maddox, two American visitors. Mrs. Maddox wore rational dress and rode a light safety. The castle dates from the ninth century, and is surrounded by an extensive moat. The modern mansion, which contains many fine pictures, was built in 1822, and is the seat of the Wykeham-Martin family.

On Friday evening, after dinner at the Mitre, the mayor gave a reception to the society, and many Maidstone guests, at the museum. This morning another meeting was held in the town hall, when Robert Hoar read a paper of cycling interest, after which, notwithstanding the rainy condition of the weather, the party embarked in a steam launch and proceeded down the Midway to Allington Castle, a charming ruin dating from pre-Norman times, and the scene of the romantic meetings between Sir Henry Wyatt and the ill-fated Ann Boleyn, in the reign of Henry VIII.

After luncheon another excursion was made to Ightham Mote House, a delightful mansion recently purchased by its present owner for \$150,000. Very ancient, yet perfectly preserved, this celebrated building is surrounded by a moat with white swans majestically disporting themselves, and is situated amid strikingly picturesque scenery, almost unique in its character. The genus photographer never wearies of reproducing its beauties from various view-points, and it amply repays a journey of many hilly miles to see.

On Saturday evening the society held its annual dinner at the Mitre Hotel, Maidstone, the mayor and several local notabilities being among the guests. Sir Benjamin presided and the function brought the congress to a successful close. The cordiality of the welcome extended to the society by R. A. Hamilton Seymour, the Maidstone mayor, and the townspeople generally, has never been surpassed in the history of the society.

### The Hill Climb

promoted by the Catford club at Brasted, Kent, last Saturday, provided a tough task for those who essayed to scale the steep. Owing to the sudden and rough condition of the hill only two out of fourteen competitors reached the summit. These were F. L. Wale and A. E. Payer, both of the Folkestone C. C. Wale proved the winner, his time being 2:43. The length of the hill is 700 yards. Both men rode Humber racers, weighing twenty-four and twenty-two pounds, respectively, geared to sixty inches, and fitted with Palmer tires.

Tricycles are to be barred in the Cuca 24-hour race this year, and F. T. Bidlake will ride a safety. He is expected to put in a big performance, and there are some who anticipate he will push Shorland toward the close of the contest. Of course no tricycles will be used for pacing, as much inconvenience occurs in passing the broad-gauge mounts.

C. C. Fontaine is greatly fancied by many as a probable winner of the Cuca race. Although only known last year as a rider of a peculiar man-motive safety, upon which he several times made ineffectual onslaughts on the London-to-Brighton-and-back record. Fontaine has proved himself a marvelous rider by beating Mills' Edinburgh-to-London record this season, under most unfavorable conditions. Interviewed by *Bicycling News*, the wire-walker has opined that the man who wins will have to do 460 miles. Some of his friends believe him capable of doing 490. His tactics will be to follow Shorland until the twenty-third hour, when he will endeavor to run away from the cup holder. He will ride a Palmer-tired Whitworth, fitted with his own patent handles, and is fairly certain to accomplish a very notable performance, whether he wins or not. Owing to the

### Ugly Rumors of Interference

and foul play in connection with the Cuca contest, and the heavy betting on the result which has taken place in the Midlands, the National Cyclists' Union has appointed an emergency committee to attend throughout the race, empowered to take instant action upon any case which may arise. The coming contest is exciting an amount of interest entirely beyond that evinced in any previous affair of the kind.

On Thursday evening at Herne Hill C. G. Thiselton and A. J. Watson, in a half-mile tandem safety handicap, broke the record for that distance, previously held by G. E. Osmond and Good, by two-fifths seconds, doing the distance in 1:00<sup>2</sup>/<sub>5</sub>.

I omitted to mention last week that F. T. Bidlake had broken the fifty-mile tricycle road record. The old record was 2:35:17, by Syd Begbie, who paced Bidlake on the occasion under notice. Bidlake did 2:22:55, beating record by over 12 minutes. But for puncture and mishaps to his pacers, Bidlake would have beaten the fastest safety time, viz.: 2:19:02. As it was, he rode the last ten miles on the run after a puncture, and his performance is regarded as a very fine one.

The National Cyclists' Union has recognized the Lady Cyclists' Asso-

ciation as a cycling club, and that body will henceforth be represented on the London center of the Union by a lady delegate.

A. W. Harris is at present in London, and training on the Herne Hill track.

Zimmerman's promised appearance at Aston Lower Grounds, Birmingham, at the professional races, promoted by *Sport and Play*, for August 6 and 7, is expected will pack the grounds to their fullest capacity. Harris, Edwards, Wheeler, and Schofield are announced as certain starters.

Today in the fifty-mile road handicap of the North Road Club, Chase broke the record for that distance, doing 2:26:13. R. J. Ilsley's time was 2:26:11. W. W. Robertson broke the out and home tricycle record for the distance.

## BLISS WINS AT LIMA.

LIMA, OHIO, July 31.—It was in the half-mile open at the meet of the Lima Cycling Club today. The cracks had got well into the backstretch and were pedaling easily. Suddenly out of the ruck shot a streak of yellow and Charley Murphy led into the stretch, digging for home like one possessed. Hardly had Murphy got into the lead when a small form in pink challenged him and passed him. Taylor and Sanger followed closely and it was a ding-dong finish down the stretch. Bliss was right in his glory in the driving finish and won by a length from Taylor, who beat giant Sanger out for second. The time was 1:06<sup>3</sup>/<sub>4</sub>, good for the track.

Sanger returned the compliment in the mile open by good hard riding. Sanger, Taylor, and Bliss swung around the last turn neck and neck. Taylor had jumped past Graves, who was pacing, at the three-quarters. One hundred yards from home Charley Murphy flew up to the front like a whirlwind. Murphy surprised Sanger and finished only six inches back. Bliss seeing there was no chance for the prize, sat up, as did Taylor. The riders had agreed to give Graves third prize for pacing when the referee placed a 2:25 limit, and refused to put in a pacemaker under pay.

Tom Cooper won the Class A mile and half mile open races, and broke the two-mile competitive record in the two-mile handicap, going a fine race from scratch in 4:39<sup>1</sup>/<sub>2</sub>, and losing first place by only two lengths. The winner was in his sprint when Cooper flew up. Sanger finished a good day by riding a half-mile in 1:00, breaking the state record.

### Summaries:

Half-mile open, Class B.—J. P. Bliss, first; G. F. Taylor, second; W. C. Sanger, third; A. I. Brown, fourth; C. M. Murphy, fifth. Time, 1:06<sup>3</sup>/<sub>4</sub>.

Half-mile open, Class A.—Tom Cooper, Detroit, first; W. J. Klinger, Greenville, second; E. H. Kiser, third; Claude Doty, fourth. Time, 1:16.

Two-mile handicap, Class B.—W. S. Furman, Oran, 340 yards, first; Conn Baker, 170 yards, second; H. A. Githens, 90 yards, third; F. C. Graves, 90 yards, fourth; L. C. Johnson, 170 yards, fifth. Time, 4:42<sup>3</sup>/<sub>4</sub>.

Quarter-mile open, Class B.—A. I. Brown, first; G. F. Taylor, second; L. C. Johnson, third; E. H. Kiser, fourth; C. Baker, fifth. Time, :32<sup>1</sup>/<sub>2</sub>.

One-mile open, Class A.—Tom Cooper, first; E. H. Kiser, second; P. W. Klinger, third. Time, 2:30.

One-mile open, Class B.—W. C. Sanger, first; C. M. Murphy, second; J. P. Bliss, third; F. H. Plaice, fourth; G. F. Taylor, fifth. Time, 2:20<sup>3</sup>/<sub>4</sub>.

Two-mile handicap, Class A.—F. C. Schrein, Toledo, 290 yards, first; T. Cooper, Detroit, scratch, second; William Edsell, Lima, 310 yards, third; E. H. Kiser, Dayton, 25 yards, fourth. Time, 4:39<sup>1</sup>/<sub>2</sub>. Cooper's time, 4:39<sup>1</sup>/<sub>2</sub>.

Two-mile lap race, Class B.—C. M. Murphy, first; Conn Baker, second; G. F. Taylor, third; C. H. Callahan, fourth. Time, 5:45.

## STOKES WILL CLOSE UP.

A rumor has been floating around Cycle Row in this city for some days that the Chas. F. Stokes Mfg. Co. would go out of business. The fact that Walter Measure of the Union Cycle Mfg. Co. has been in the city for some time and was in close consultation with Mr. Stokes lent color to the rumor. A BEARINGS' man called on Mr. Stokes to inquire into the matter.

"Yes," he said, "it is true that I am going to close my retail store. There is no money in the retail business any more. A few years ago the case was different. There were but a few of us in Chicago then, and list prices were maintained and goods were sold for cash. Now there are so many stores that no one can keep track of them. I am all the time coming across some cycle store that I did not know existed. Customers laugh when they are asked to pay list prices, and the greater part of the business is done on the installment plan.

"I have sold my Milwaukee branch to the Union company, and it will be run as one of their branches. When I made a new lease on the store I occupy, there was a provision in it that it might be cancelled on sixty days' notice, and I gave that notice more than a month ago. I have not decided yet whether I will continue in the jobbing business or not. The margins are small. If I do, it will be without the expense of a big store. There will be an office with a loft for storage purposes."

## STEARNS-LU-MI-NUM TESTS.

St. LOUIS, July 27.—The meeting of the judges in the Stearns-Lu-minum tests adjourned yesterday without having accomplished anything of note. It looks, however, as if the tests would be made at the next meeting, which will be held some time soon at Ithaca, N. Y. After a long controversy the St. Louis people agreed to go into the tests against frames to be furnished by Stearns of the same weight as the aluminum frames. This is the question that stopped progress all this week. The two principals also agreed to leave all the tests in the hands of the judges, which was not the case heretofore.



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## THE A. L. R. C.

### Racing Men Band Together to Protect Themselves—Objects of the New Association.

The American League of Racing Cyclists is now a fact. Born in the brain of W. H. Wells, manager of the Spalding team, named by F. Ed Spooner, and found to be a necessity by abuses at many race meets of the past, it was finally formed. Organization was the cry, and the cyclists readily saw that their rights would only be respected when all were under one head, and with competent men to pull the strings. Over-valuation of prizes, poor and unsafe tracks, no dressing quarters, no cots, incompetent men as referees, judges, timers or clerks of the course, foul riding unseen and unreported, and a dozen other things, all must be remedied now. The crack-a-jacks are an attraction much sought for by race-meet promoters. People come to see them race and in these days to break their necks. The League of American Wheelmen racing rules make it a misdemeanor for them to enter and not appear at a meet, but give them scant and tardy redress if the prizes are not up to value.

At some race meets no dressing-rooms have been provided, but merely a dusty, warm and ill-smelling hole under the stand. At others there has been no cots provided and the soft side of a board has had to be used. Men have been placed in as judges who could not pick a winner to save their life. In many instances has a judge shouted, "Wasn't that a pretty finish," and at once turned to some spectator and one of the trainers with the query, "Who won?" Referees have made decisions known to be wrong, but lack of organization among the racing men, managers and trainers, prevented their standing together unanimously. Prizes have been widely advertized, and have proven to be worth not over 40 per cent of their value. Diamonds were offered at one meet as \$50 stones, and larger and more perfect diamonds at another meet were valued at \$25. E. F. Miller won a set of field glasses at one meet valued (on the programme) at \$25, took them out of the case and found them tagged \$10. Other abuses on the prize list question are too innumerable to mention.

All this and much more will have to be remedied. The Racing Board members are not present "on the spot," and do not see the manifestly unfair riding that is going on. It will be one of the objects of the new organization to expel from its membership men who do not at all times act as gentlemen, and when an infraction of the racing rules is discovered to ask the Racing Board to investigate and expel the offenders from the L. A. W. membership and the track. The Racing Board, in other words, will be aided in every possible way in preserving the purity of the sport. The officers of the new organization are men who are constantly on the circuit, and they will have control of the men. Both classes of riders will be admitted. The charter membership includes every prominent racing man on the path today, about fifty in all, with the managers and trainers, and a few followers of the circuit. Admission to membership will be by vote of the board of directors when the applicant is recommended by two members in good standing. The initiation fee will be \$2, and dues \$3 per year, payable in advance. Dues are payable on or before the first day of September, and members admitted in August will pay a year's dues in advance, but will be credited from September 1. The annual meeting will be held some time in September, presumably at Springfield.

The board of directors of this organization will meet with the L. A. W. Racing Board, wherever their meetings shall be held to confer with them as to the best interests of the sport, and will in every way work hand in hand with them. Traveling expenses of officers on such occasions will be paid by the A. L. R. C.

The following officers were elected: President, M. L. Bridgeman, manager Columbia racing team; vice-president, E. C. Bode, manager Sterling racing team; secretary-treasurer, W. H. Kirkpatrick, American Dunlop Tire Co.; board of directors (constitution providing for two managers and two racing men), Tom Eck, at large; A. L. Atkins, manager Rambler racing team; W. F. Murphy, and Harry C. Tyler, the former the veteran racing man, the latter the well-known record breaker. There was little contest for office. Taxis received a number of votes for director, and the vote for secretary was Kirkpatrick, eleven, Spooner, ten, Will Hoyt, four.

### "BIRDIE" MUNGER MARRIED.

A bomb was thrown into the famous "bachelor quarters" at Indianapolis on Sunday evening last. New quarters had just been secured adjoining the factory, new furniture, new dishes (bachelor-quarter dishes are carried away by every visitor as souvenirs), new carpets, etc. A nice quiet, autumn's enjoyment was looked for as a fitting finale of a great season's business, when all worked every night at the Munger cycle factory. But "the best laid plans," etc. The bomb was unexpected. For some days Birdie has been an absentee from the festive meal; he was not at the factory except for brief moments, he was not at supper and as he did not show up at bed-time was consequently absent from the early morning breakfast. "Majah" Taylor, the young colored cook, missed Birdie and the missiles, butter dishes, spoons, tumblers, that Birdie usually threw at him. And Secretary Dickinson was not himself. For months Freddie has been on the decline. He has worked hard, and it is feared this great shock may throw him into consumption or that he may take to drink. With Dickinson not himself and Tom Roe blue as a whetstone, "Majah" Taylor got out of practice at dodging missiles and around corners.

The bomb fell suddenly. Its report was sickening. Sunday night Birdie called Dickinson into a room and imparted the terrible information that he had "done, gone and did it." The chief bachelor had fallen from his high estate. He was no longer a bachelor. The lucky lady became Mrs. Munger last Wednesday at Marion, Ind., the ceremony being performed hurriedly at the minister's house. Mrs. E. L. Gray, the bride, originally hailed from Marion, but for some years has resided in California. The courtship was brief.

During the meet at Indianapolis the circuit chasers all noticed Munger's lover-like attentions to a very handsome and striking young woman and commented upon it. But Birdie was "foxy." Fifty wheelmen were quartered in the Denison and it would not do to stir up "the owners of the island." The announcement was withheld and this will be news to many who were at Indianapolis. Owing to the sickness of Fred Dickinson and his health-seeking trip at this time, the happy couple will remain in Indianapolis.

### TWO WISCONSIN ROAD RACES.

MILWAUKEE, WIS., July 30.—The Madison Club's road race from Sun Prairie to Madison, a distance of twelve miles, was run last Saturday, and was won by Frank Hackett, of Palmyra, who is fast developing into a speedy road racer, having won several other minor road races this season. H. H. Scovill, of Dixon, Ill., finished a close second, while H. L. Hull, of Madison, crowded him hard and secured third place. The first time was won by Harry Crocker, of Milwaukee, who was scratch man. The booby was won by Wirt C. Williams, of Madison, who will feed on three water-melons when the prizes are distributed. The summary is as follows:

PO.	NAME.	HCP.	ACTUAL TIME.	PO.	NAME.	HCP.	ACTUAL TIME.
1	Frank Hackett.....	5:00	45:10	20	P. E. Mills .....	5:00	46:59
2	H. H. Scovill .....	4:00	44:14½	21	J. D. Freeman.....	3:00	45:00½
3	H. L. Hull .....	4:00	44:42½	22	John Norsman.....	7:00	49:06
4	Frank Chare.....	4:00	44:33	23	E. V. Briesen .....	6:00	48:07
5	H. O. Walton .....	5:00	45:38	24	F. F. Kuentsel .....	1:30	49:50
6	L. H. Fales .....	4:00	44:40	25	E. E. Crump .....	4:00	47:04½
7	B. W. Park .....	4:00	44:41	26	L. Van Wart .....	3:00	47:05½
8	L. Brevier .....	4:00	44:45	27	D. D. Warner .....	4:00	47:08
9	H. W. Crocker .....	Scr.	40:58	28	H. M. Shepherd .....	6:00	49:12½
10	W. C. Neilson .....	1:00	41:59½	29	J. C. Schmidtbauer.....	1:30	45:00½
11	A. L. Williams .....	2:00	43:59½	30	Melvin Holverson.....	3:30	47:17
12	F. Burgess .....	3:00	44:30	31	Harry Hollister .....	8:00	51:51½
13	A. E. Small .....	6:00	47:32½	32	B. F. Oakey .....	4:00	48:59½
14	L. P. Holmes .....	5:30	49:11	33	Con Knudson .....	9:00	53:00½
15	B. Stanchfield.....	6:30	48:27½	34	I. D. McDaniels.....	8:00	52:50½
16	G. T. Hodges .....	4:30	45:45	35	Gabe Anderson .....	6:30	51:57
17	F. J. Campbell .....	4:30	46:17	36	E. C. Schneider .....	7:00	52:25½
18	Bert Hackett.....	5:00	46:48½	37	F. F. Bowman .....	7:00	52:49½
19	Richard Bass .....	4:30	46:25	38	W. C. Williams .....	6:00	55:59

The Mercury club has decided to discontinue the Racine-Milwaukee road race, and instead will hold a race that will be finished where it begins. The course of the Racine race, twenty miles, is too long. The new course will be from the corner of Kinnickinnic and Russell avenues, this city, to Cudahy, South Milwaukee, and return, a distance of sixteen miles, over good roads. The prizes of the Mercury club for the Racine race were distributed last Friday.

It is doubtful if F. Heider, who rode in the North Milwaukee-Milwaukee road race last Sunday, has his equal in the line of wheel smashing. He broke two wheels on the course and finished on the third, crossing the tape sixth. The summary is as follows:

POSITION.	NAME.	HANDICAP.	ACTUAL TIME.
1	F. Fischer, City.....	4:00	19:00
2	F. Hubinger, City.....	6:00	22:15
3	W. Wunderlich, City.....	1:00	17:45
4	F. Kiser, City.....	2:00	19:45
5	J. Ornstine, City.....	5:00	23:45
6	F. Heider, City.....	2:00	21:30
7	L. Knoernschild, City.....	2:00	22:00
8	F. Zaumeyer, City.....	3:00	26:00
9	J. Julien, City.....	3:00	30:30

### The Pueblo Meet.

Pueblo wheelmen, especially the Rovers, are working "tooth and nail" for the national circuit meet to be held at Pueblo, August 20, under the auspices of the Rover Wheel and Athletic Club, and the club is confident that better time can be made on their new three-lap track than will be made in Denver at the League meet, as the stretches on the Rover's track are longer than the Denver track, and the turns are gradual and well banked. There will be \$2,000 in valuable prizes, and the boys can rest assured they will be received with open arms, and entertained with true western hospitality by the members of the Rovers. Excursions will be run from points in western Kansas, and eastern Colorado, and the 20th will be a gala day for Pueblo, and Pueblo wheelmen.

### Zimmerman Again Wins.

Zimmerman raced at Bordeaux last Sunday and cable dispatches state that he duplicated the previous Sunday's performance. He defeated Lose, the best rider in southern France, with ease. At the Paris races Lumsden won the Toulouz prize, Starbuck being second and Medinger third. Verheyen and Louvet won the tandem race, Crooks and mate being second.

Wauseon, Ohio, is preparing for a big meet on August 27. It has one of the finest half-mile tracks in the country and is preparing a big prize list.



## LOUISVILLE.

LOUISVILLE, KY., July 20.—As foreshadowed in last week's paper, Chairman Raymond's ax took off Fred D. Cartwright's head for a technical violation of the racing rules. Cartwright made application for membership in the L. A. W., and when he received an acknowledgement of its receipt he, as well as the members of the Owensboro Wheel Club, thought that he was a member of the League. He made out his entry and it was accepted by the club's officers, knowing the circumstances. He entered the race, rode and won it in one of the most exciting finishes ever seen in a Kentucky championship. When THE BEARINGS of July 6 called attention to the fact of the technical violation, one of the local members reported the fact to Mr. Raymond. So far so good. Mr. Raymond did not notify Cartwright of any charges being preferred against him, nor did he allow him to offer any explanation, but suspended him for thirty days and ordered him to return the medal he had won.

Mr. Raymond can find material for his ax by reading the following: At the fair held at Stanford, Ky., two weeks ago, they advertised some cycle races in connection with the other events. M. J. Fleck, member of the state racing board, states that no application was made to his board for a sanction, and no publication of any sanction was promulgated by the National Racing Board. For entering these races every contestant violated a racing rule. Again, for Class A riders, in one race, was offered a \$125 bicycle as first prize. Percy Hopper, of Cloverport, advised the other boys that they would lose their Class A status for riding for the prize, and wanted them to make a demand for smaller prizes. This four of them declined to do, and entered the race knowing that they were violating the rules. S. B. Adams, of Somerset, Ky., the winner of the Prince Wells' road race, won the race and the wheel. The other contestants who finished were Burton and Menafee, local riders of the county in which the races were held.

A careful survey of the road over which Harvey made his 24-hour record last week has shown that he

### Did Not Ride 294 Miles.

as stated, but only 274 miles. This difference would also have some effect on the 100-mile record as claimed. Since this discrepancy was found, it has been charged that at times there were no checkers, and it is certain that there was no official timer present, the checkers taking the time. The one mostly concerned in this matter is Howard Jefferis, whose record was broken. He does not know what record he will have to contend against. He is training for his attempt, and will make it next week. For his attempt there will be checkers and timers at each end of the road, and the track will be officially surveyed for him.

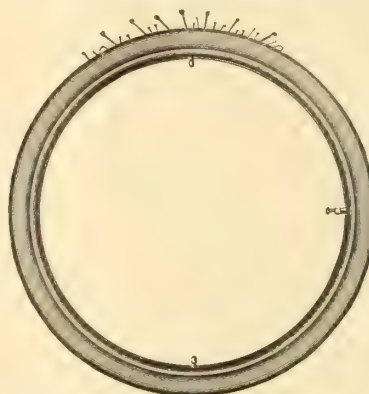
The brother of the secretary-treasurer of this division has been writing letters to Mr. Raymond about the Cartwright suspension, and has laid himself open to ridicule by attempting to show that because the by-laws of the League had been violated once or twice before that a repetition of the violation should again go unnoticed or unpunished. The only good argument he used was the fact that the offender was punished without previous notice or chance to explain his position. He also boasts that one other contestant in the same race was as liable as Cartwright, but refuses to give his name.

The committee from the Louisville Cycle Club, to whom was referred the question of a date in the national circuit, decided to report unfavorably on the question. The reason given was that a new and suitable track could not be built in time for it. The auditorium track has been condemned and the Jockey Club track is too soft for cycle racing. Rather than have a bad track to offer, they decided to give up the idea and work for a good track for 1895.

### Letter-Carriers' Race.

The letter carriers of Chicago held their first road race last Sunday for a medal put up by Postmaster Hesing. The race was a ten-mile event and was won by C. W. Green, with a handicap of 8 minutes. The time prize was carried off by A. E. Smith, from scratch, in 29:15.

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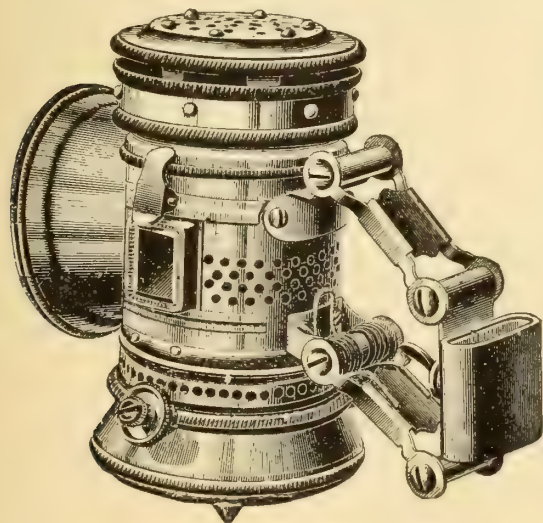
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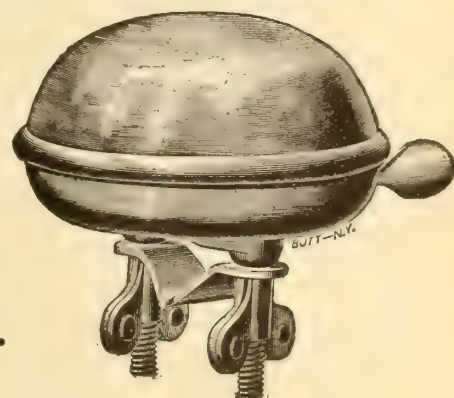
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## MADE A VIGOROUS KICK.

### Racing Men Have a Fight at Indianapolis—Two Days of Good Racing.

INDIANAPOLIS, IND., July 27.—It was a slim crowd that filled the center seats of the great grand stand at the Zig-Zag Cycling Club's tournament today. The grand stand at the fair grounds seats 10,000 people, and an ordinary race meet crowd sinks out of sight in its vast depths. But then this is Friday and tomorrow is Saturday. The people will wait till the last day, and if Indianapolis maintains her reputation there will be a grand stand full to overflowing tomorrow. Last season's attendance here was among the largest of the year. Here it was that the greatest and most sensational race of the season occurred, when Zimmerman went out and galloped away with the \$1,000 solid gold, diamond-studded cup in record time of 2:12 for a scratch race. The record still stands, and the memories of that greatest of all contests will always linger in the minds of the Indianapolis people. Johnson, Tyler, Windle, and a dozen others all ran off their feet in a mad hunt for \$1,700 in prizes and all in one race. It was grand and there was nothing to compare with it. The races of today lacked those sensational features which made last year's meet so famous.

A mile track makes good racing, no doubt, especially a track like this, but the dear public sees only a helter-skelter start, a smart play for position, then there is a lapse and a long hard battle down the straight, with a large field of racing men all in a confused mass.

#### The Finish is Glorious.

Every man lets himself out, and that to his full extent. There is no banking to run over nor to take at the rider's risk, the only falls being through the rider's own carelessness.

Class B men did not fall and Class A men did, today, one of the latter getting a broken collar-bone as a memento.

Because of the rather unwise action of the club there came very near being no racing today. Notice was given to all contestants to come to the clubhouse and get their tickets. When they got there they were told to pay all entrance fees in all races for both days in which they had entered. Here was a surprise party. Your modern racing man, as a star attraction pays no entrance fees in most places, and where he does pay does so only in races in which he starts, and that after the races. But a member of the Zig-Zag Club is reputed to have said, "We'll get this money now or we won't get it at all." This was a direct slap at the rider's honesty.

Leeming and others stood out and would not pay, and finally the committee, which had refused to take an order on the different firms, decided to allow the kicking teams to pay after the races for those in which their members ran. The others who did not kick paid up in full.

At a meeting of the racing men in the evening, attended by fifty, managers, trainers, and men, a committee of three was appointed to demand an apology for questioning the men's honesty, and to arrange other matters, if possible, looking toward securing the return of dollars to "overpaid" competitors.

#### The American League of Racing Cyclists

was formed at the same time with E. C. Bode as temporary chairman, and F. Ed Spooner as secretary pro tem. This is not an organization antagonistic to anything or any one, but merely formed with an idea of regulating certain abuses, a number of which will be mentioned, and of taking concerted action for the general good of racing men. Sanger, Titus, Conn Baker, and Cabanne, of the racing men, and managers Bridgeman, Eck, and Atkins, with H. Goodman, made a committee to draft by-laws, and report on the morrow. Messrs. Eck, Bridgeman and others spoke at length on the general good of such an organization to the sport, and to the racing men themselves. To the latter in securing cots and proper dressing-rooms at meets, regulating the matter of entry fees, and settling matters of dispute on the track by a committee. The value of prizes will be looked into, and these prizes must be somewhere near advertised value. It was intended to bar Class A men, but it was shown that that class might some day be thrown into B, and failing to come into the fold kick over the traces. Such a body of men could make itself felt very forcibly in time of need.

But to the races. All of them were fast and exciting, Charley Murphy having a bad cold, failed to appear. Johnson was lame and on a Munger wheel, having jumped his contract with E. C. Stearns & Co. Murphy, however, will continue to ride a Stearns. Tyler was at Waltham. For all this

#### A Fine Field Got Up

for the mile open in this order from the pole: Cabanne, St. Louis; Bliss, Chicago; Johnson, Minneapolis; Levy and Steele, Chicago; Taxis, Philadelphia; Kennedy, Chicago; Titus, New York; Helfert, Utica; Dodson, Chicago; Bald, Buffalo; MacDonald, New York and Sanger, Springfield. Surely a representative crowd. At the start off Sanger was sixth, Bliss first and Johnson back some. Whereas at the half Sanger backed out of a ticklish position and got to the outside; then he jumped and the field bunched. Sanger swung into the long straight rather wide and came like mad. Johnson was on the pole hugging the fence and was surely second it seemed when Titus came up well and took second by a foot, yet the judges gave Johnson the decision. Kennedy, Cabanne and Bald ran in close up, all six in a blanket finish.

Johnson was clearly pocketed, probably unintentionally in the half-mile open, in which neither Sanger nor Titus started. Cabanne tried to run away from the field and little Pinky Bliss, his pretty moustachio floating on the warm summer zephyrs, got after him, a pink streak being all that

could be seen in the distance. On the straight pink passed black, and Bliss won prettily, Bald beating out his friend Kennedy this time for third.

Githens was a surprise party to spectators and racing men as well in the half-mile handicap. The Chicago man was on 30 yards, virtually scratch, and from that point rode a dare-devil half-mile, straight down and to and through the bunch and up to the tape, a winner in an exciting finish. A. I. Brown, 40 yards, and L. C. Johnson, 40 yards, of the Cleveland team, the latter's first ride in Class B, were in at the death, running second and third. Taxis said

#### Githens' Ride Through That Bunch

was a caution and that he dared not even follow. Githens' time was 1:02 $\frac{3}{4}$ .

Another link is forged in that rapidly formed and still more rapidly forming chain of honors belonging to Fred J. Titus. Honor of being placed on scratch with Bliss, Johnson, and Sanger comes easy with this lad and fits him nicely, too. He was alone on the mark in the two-mile handicap with Taylor and Taxis, old veterans at the game, at 60 yards. Titus caught these two at the half, where the field bunched. A local man attempted to run away, and Titus allowed him all the chance in the world, staying with the bunch to the last and then going away with good speed. Titus won in 4:45, 14 seconds outside Sanger's wonderful record on the great Springfield track. Graves and Taylor, of the Victor team, were second and third.

Bliss was paced by two tandem teams for a mile, Steele and Levy carrying him a quarter in :28 and half in :58, and Githens and Lumsden taking him to the three-quarters in 1:31 and home in 2:04 $\frac{1}{2}$ , the last half dead slow. Black and Peltier rode a half in a tandem in 1:00 $\frac{3}{4}$ , breaking the Class A half-mile record, it is said. The races dragged horribly. A successful clerk of course, is born, not made, and Munger needed help.

#### Summaries:

One-mile novice.—M. S. Good, first; R. Norton, Cambridge City, second; E. S. Church, Chicago, third; G. H. Buschman, fourth. Time, 2:31. Nineteen started.

Half-mile handicap, Class B.—H. A. Githens, 30 yards, first; A. I. Brown, Cleveland, 40 yards, second; L. C. Johnson, Cleveland, 40 yards, third; H. L. Dodson, 55 yards, fourth; W. F. Murphy, 55 yards, fifth; R. F. Goetz, 25 yards, sixth. Time, 1:02 $\frac{3}{4}$ .

Quarter-mile open, Class A, final heat.—F. B. Rigby, Toledo, first; W. J. Klinger, Greenville, second; W. B. Bonfield, third; Ed McKeon, fourth; O. P. Bernhardt, fifth. Time, :32 $\frac{1}{2}$ .

One-mile open, Class B.—W. C. Sanger, first; J. S. Johnson, second; F. J. Titus, third; A. D. Kennedy, fourth; L. D. Cabanne, fifth; E. C. Bald, sixth. Time, 2:17 $\frac{1}{2}$ .

One-mile handicap, Class A.—W. P. Comingore, 180 yards, first; R. Norton, 180 yards, second; W. Atkins, 180 yards, third; James Shoaff, 180 yards, fourth. Time, 2:10.

Half-mile open, Class B.—J. P. Bliss, first; L. D. Cabanne, second; E. C. Bald, third; A. D. Kennedy, fourth. Time, 1:08 $\frac{1}{2}$ . J. S. Johnson also ran.

One-mile, 2:40 class, Class A.—E. H. Kiser, Dayton, first; E. D. McKeon, second; D. J. Good, third. Time, 2:45.

Two-mile handicap, Class B.—F. J. Titus, scratch, first; F. C. Graves, 120 yards, second; G. F. Taylor, 60 yards, third; H. H. Maddox, 110 yards, fourth; W. W. Taxis, 60 yards, fifth. Time, 4:45.

#### SECOND DAY.

INDIANAPOLIS, IND., July 28.—"Sore" expresses the feelings of the Zig-Zag Cycling Club members tonight. The race meet has not proven a howling success. Some hundreds of dollars were lost. The crowds both days were small. The club lays this to the local press, which took the racing men's side on the question of entry fees. And one of the hot heads—for there are several on the circuit—only augmented the matter, so the club says, by insulting talk to the club president.

It seems that last season the club lost \$150 in unpaid entry fees, is still in the hole on the monstrous tournament given then, and does not propose to make another misstep. The committee was told to get all entry fees before a ticket was issued. The instructions came direct from the club and could not be disobeyed. The committee stuck to its position and the entry fees were paid in advance. This was right according to all rules, and the A. L. R. C. as formed had not a quarrel over this matter at all, although a committee was appointed to meet with the club officials and arrange the trouble amicably, which they did.

#### The Races Dragged Terribly.

Rain fell hard just previous to the mile open, but did not hurt the track. Sanger dressed, packed his wheel and clothes, and started them down town. Then he found the race was to be run, but could not recall his wheel and suit. Johnson's bruises from his fall at Toledo are worse, and in the great race of the day he finished absolutely last. Bliss won it by a length from Cabanne, Titus, Kennedy, C. M. Murphy, and Bald close up. Johnson was about eighth, eight more having dropped out. Kennedy led down the stretch with Bliss behind. Kennedy watched the track center and Bliss, followed by Cabanne and Taxis, went by silently on the inside. The time limit was 2:16, the race was run in 2:22 and allowed. In the three-mile handicap Titus was on scratch and was early in the bunch of a dozen, with Leacock, Roll, and Fineout, long-mark men, away ahead. A half mile from home Titus and Cabanne started to jump. Taxis shot across in front just at the fatal moment and all came down except Taxis, who escaped to run fifth, his team mate, Maddox, taking fourth and last prize. Titus, Cabanne, and Graves came down in the rain and got muddy, that was all. Leacock, 500 yards, won in 7:21.

There was a good wind storm up when Bernhardt took the half-mile open, Class A contest, in 1:07 $\frac{1}{2}$ .

E. W. Ballard, a Chicago man, rode in an easy winner of the mile handicap, Class B, from the 80 yard-mark, riding in 2:10 $\frac{1}{2}$ . Ballard is a sprinter, and the stiff wind down the stretch was a Ballard breeze. The winner rode a borrowed wheel, a Cleveland. Levy, of Chicago, was Ballard's nearest competitor, with W. F. Murphy, the veteran, third, and Cabanne, the St. Louis man, pushing him close. Titus started scratch and quit.



Kiser, Rigby, Klinger, was the order in the mile open, Class A, strangely enough the same order occurring yesterday in a Class A race.

The start of the quarter-mile race was a scrap from beginning to end. There were too many starters, and these had to be placed in two lines. It was agreed that a fall should not mean a call back. At the start-off Bliss was thrown against the fence, either by too hard a shove off or a depression in the track, and dismounted very suddenly while in the lead. Down the stretch A. I. Brown, the Cleveland doctor, gained the lead. This was Brown's first win. He was known to be a good sprinter, and proved himself so on this occasion. He was never headed, although E. C. Johnson, also of Cleveland, fought hard all the last eighth. MacDonald, also a great quarter sprinter, shot, for shot is the word, up from the rear and took second by a few inches, Githens a close fourth, with Cabanne pressing him close, Murphy and Bald were close up. The time, :30<sup>1</sup>/<sub>2</sub>, a month ago, would have been competition record, and as it is, is less than a second slow. Immediately after this race MacDonald went out for a trial for the standing quarter record in the stiff wind which was blowing. W. F. Murphy paced him part way. He did :29<sup>1</sup>/<sub>2</sub>. The record is :28.

Olie Bernhardt, of Toledo, rode grandly in the fast gathering storm,

One-mile open, Class A.—E. H. Kiser, Dayton, first; F. Rigby, Toledo, second; W. J. Klinger, Greenville, third; H. H. Dronberger, Terre Haute, fourth. Time, 2:28<sup>1</sup>/<sub>2</sub>.

Quarter-mile open, Class B.—A. I. Brown, Cleveland, first; Ray MacDonald, second; E. C. Johnson, third; H. A. Githens, fourth; L. D. Cabanne, fifth. Time, :30<sup>1</sup>/<sub>2</sub>.

Two-mile handicap, Class A.—F. A. Thomas, 240 yards, first; H. Dronberger, 240 yards, second; O. P. Bernhardt scratch, third. Time, 4:55.

One-mile special, Class B.—J. P. Bliss, first; L. D. Cabanne, second; F. J. Titus, third; A. D. Kennedy, fourth; C. M. Murphy, fifth; E. C. Bald, sixth. Time, 2:22<sup>1</sup>/<sub>2</sub>.

Half-mile open, Class A.—O. P. Bernhardt, first; W. J. Klinger, second; E. D. McKevie, third; Thomas H. David, fourth. Time, 1:07<sup>1</sup>/<sub>2</sub>.

Three-mile handicap, Class B.—R. J. Leacock, St. Louis, 450 yards, first; E. P. Roll, 500 yards, second; J. A. Fineout, 500 yards, third; H. H. Maddox, 180 yards, fourth; W. W. Taxis, 90 yards, fifth. Time, 7:21.

#### Cyclists vs. Police.

The police of Buffalo have made themselves particularly obnoxious to the local wheelmen of late. The trouble was caused by an old ten-mile per hour ordinance, and the advent of a new chief of police. Wholesale arrests have been the order of the day, and even the men training on the park roads in the morning or after nightfall have fallen into the clutches of the wily "coppers." It is well to enforce the law in the business part of the city, but the line was drawn a bit too fine when men training in the outskirts sud-



W. W. TAXIS, OF PHILADELPHIA.



A. D. KENNEDY, JR., OF CHICAGO.

going from scratch into third place in the two-mile handicap. He was close to the winner and his time 4:46<sup>1</sup>/<sub>2</sub>. MacDonald intended to go with tandem pacing for the quarter but it rained. This was only a shower and it was decided to hurry the races. The hurry did not come, however, fast enough for the men who wanted to ride in the big race of the day. The half-mile open, Class A, was put in ahead of the big race and a boy ran a quarter in :35.

Then the mile open was run and the last race of the day, the three-mile handicap, was finished in the rain at 6 o'clock. Thus eight races took 3 hours to run and there were no heats either. This delay is in part accounted for by the fact that the big crowd was expected after 4 o'clock. The crowd did not come, partly owing to the rain and partly to several severe falls taken out of the management by the local morning papers. These misconstrued the meeting of the racing men when the A. L. R. C. was formed and took it that this was against the club because of fancied grievances. The papers did not look up the club's side at all, but took the side against their local readers. Naturally there were sore heads in the club.

#### Summaries:

One-mile handicap, Class B.—E. W. Ballard, Chicago, 90 yards, first; James Levy, Chicago, 100 yards, second; W. F. Murphy, N. Y. A. C., 100 yards, third; L. D. Cabanne, St. Louis, 20 yards, fourth; F. C. Graves, 60 yards, fifth. Time, 2:10.

denly got a crack on the head from a flying policeman's club, or had one of the batons tangled up in the spokes of his mount. Several influential wheelmen then got together and began to compile statistics, and came to the conclusion that there were 20,000 wheelmen in the city, of which 40 per cent were tax payers. They went to work to have a cycle path laid out in the park for wheelmen, and wheelmen only. Mammoth petition blanks were printed and distributed with freedom. There are about seven thousand signatures of residents and business men on the list now, and ere long the common council will be asked to provide such a path. If the project is vetoed, woe to the city father who will try for a re-election, for the wheelmen are a power in Buffalo politics, and as they have already defeated a candidate, who had no use for cyclists, they will do so again.

#### Coast Cyclists Have a Picnic.

SAN FRANCISCO, July 23.—Over two hundred wheelmen attended the annual picnic and run of the California Associated Cycling Clubs yesterday. The location of the picnic grounds was a spot about two miles from San Mateo, and about twenty miles from this city, in a grove of eucalyptus trees and right on the shore of the bay. Cyclists from all the surrounding cities were in attendance, and all had a good time.



## WALTHAM TRACK.

Every body has heard of its metalithic surface, but not one in a thousand outside of those that have been upon it can make the faintest guess what the surface is like. The word metalithic suggests all sorts of mysterious compounds and one is prepared to see a sort of composition of india rubber and pneumatic tires that will fairly throw a man off its elastic, resilient surface when he rides upon it; but the stern reality is far different. In plain United States it is nothing more than a Portland cement sidewalk, laid in a circle tilted up on its edge a little on the straights and well up on its edge on the turns and with a piece left out on the backstretch showing where "Brads'" money gave out. The surface lacks that resiliency so noticed by a new rider on the Springfield track. The cement is dead. But it is smooth and without a flick of an obstruction from end to end, and what it lacks in life it makes up in surface. If a man can't ride fast on it it is pretty good evidence that he is a dub. The banking, too, is superb. A tandem can be taken around the turns on the dead jump without a ghost of a let up and a quarter on a "twofer" in :27½ is a common occurrence. Then again "Billy" Corcoran has got every thing about the track as neat as a new pin, the distances in yards are sunk into the edge of the track all the way around. The top of the bank and the inner curb are neatly sodded, the surface is drenched off with a hose daily and swept continually; drains underground carry away all the water. A circuit of water pipes around on the curb afford a good pressure for sprinkling at any point.

The center field has been graded and will be sodded in the spring for football and such sports, and an attempt will be made to get the collegiate football matches there. No better field for either players could be found.

### One Objection to the Surface

is that on a hot day the white surface throws the heat up in the racer's face and fairly blinds him. In laying the cement the masons put in the regular lines across it as though it was a sidewalk and when a man is rushing the sprint at top speed up the straight he is apt to think that each one of these he passes over is the tape and so gets left occasionally. Some improvements are still to be made. The small judges' stand is to be sunk so that the judges' heads will be on a level with the track to make more accurate judging of a finish. The reporters are to have a new stand on the front of the grand stand on the level with the track where they can talk to the contestants if they so mind without blocking up the track. The aforesaid lines in the surface are to be stopped up so they will not bother the racer. A continuous line two-thirds of the way up from the pole is to be marked and a sign put up warning all who are going slow to keep above this mark. A sign warning all men to beware of "tacking on" to a visitor while he is training will be displayed in a conspicuous place, and large disks of half black and white will still more plainly designate the fractional poles.

There are some things on the Waltham track you do not see elsewhere. For instance there is Lon Peck, the starter. "Lonny" has a voice equal to two bulls of Bashan, and a characteristic way of starting the men especially in a handicap that challenges the wonder of a poor unsophisticated racing man from out the wild and woolly. "On your marks!" "Timers—ready—starters—ready—BANG—get out of way," and if you are a new man and on scratch the old hands at "Lonny's" start will be down the backstretch before you realize that the gun has shot. Don't be afraid you will find any straggler just stepping back on to the track after flattening himself out of existence at that whoop of Lon's, Oh, no! For as you come around the turn you will be saluted with one wild yell, "As you are," and the pushers again extinguish themselves while Lon recuperates his voice with a troche.

Then there's Billy Corcoran himself in all his glory. Throw a piece of paper on the ground and then

### Watch Billy's Expressive Eye

as he walks a quarter of a mile across the track to pick it up. That eye speaks volumes. In a moment of temporary aberration let a trainer spit on the surface. Words can not express Billy's scorn for the man who

doesn't know any better than to dirty up his track. Billy has a snap, but he does not appreciate it. In his duller moments he longs again for the excitement of the circuit and on race days the old warhorse scents the fray early in the day and he coaches the crowd as to how Porter wins in a way that causes all Walthamonia to look upon him with reverence. Never ask Billy what he thinks of Porter or what he last heard from his old protege, Zimmerman, unless you are in the stand where a chair is handy for the flood gates of Billy's eloquence will be let loose and he will fill you up with anecdote and story of Zimmerman and Porter till you can not really recollect whether it was Porter who ousted Windle or Zimmy.

Then there is the announcer. He, rumor says, gets \$25 a day for the job, and being a conscientious man, he wants to give Bradstreet the worth of his money, so what he lacks in quality he tries to make up in quantity. The first race is over and Mr. Announcer now has that grand stand at his mercy: "R-a-c-e-e-e-e-n-u-m-b-e-r-r-r-r-f-i-v-e-e-e-e, h-e-a-t-t-t-n-u-m-b-e-r-r-r-r-t-h-r-e-e-e-e-e, (by that time the men for the next heat are up). T-h-e-e-e-e-w-i-n-n-n-n (BANG, they're off) e-r-r-r-r-n-u-m-b-e-r-t-w-e-n-t-y-y-y-y-f-o-u-r-r-r-r (they are sprinting down the homestretch), n-u-m-b-e-r-r-r-r-i-x-t-e-e-n-n-n-s-e-c-o-n-d-d-d-n-u-m-b-e-r-r-t-e-n-n-t-h-i-r-d." But that heat is a thing of the past and they hand him the later one to announce and so he keeps it up all day until "Brad" brags to you of how expensive it is to bring out a good board of officers from Bosting, when you fully believe him if he gets them by the hour.

### The K. C. W.'s New House.

NEW YORK, July 24.—The new clubhouse of the Kings County Wheelmen will be a model of elegance and convenience when ready for occupancy, on or about September 1. The deal was completed one day last week and the price paid for the property was \$30,000. It is located at 78 Herkimer street, Brooklyn, and is just around the corner from the present home of the crack road club of America. The grounds measure 100x100 feet, and on them is built the most picturesque house in that section of the city. It is made of pressed brick, with brown stone trimmings and is three stories in height, with grand balconies to each floor. The size of the building itself is 45x40, leaving plenty of space for the tennis courts. In the basement bowling alleys will be placed on one side and the heating apparatus and store-rooms on the other.

The entire finishing of the inside of the house is a polished mahogany. A grand staircase leads from the main hall upstairs, where are to be found four large rooms, two on each side, not to speak of the large bath-room, etc. The secretary's office, lockers, and committee-room will also be placed on this floor. The top floor will be utilized for the club cafe, card-rooms, and janitor's apartments. A complete gymnasium will also be fitted

up on the top floor, thereby making the most complete clubhouse to be found in this section, and one worthy of such a club as the Kings County Wheelmen. The street commissioner has promised to have the block on which the house is located asphalted, which will connect with Bedford avenue, and then on to the parks and boulevards. The club members are happy at the prospects of at last having gained possession of so choice a bit of property, and all are looking forward to the time for removal from their present quarters which have grown altogether too small for the increasing membership of the club. The house committee promises a swell house warming when possession is taken of the new house.

The second annual meet of the Portsmouth Cycling Club will be held Friday, August 31. There will be three Class B and six Class A events. The bicycle dealers have been liberal in the way of prizes and from present indications it is going to be a good meet.

The Mt. Clemens (Mich.) Wheelmen will give a big meet August 23. Over eight hundred dollars in prizes will be hung up.



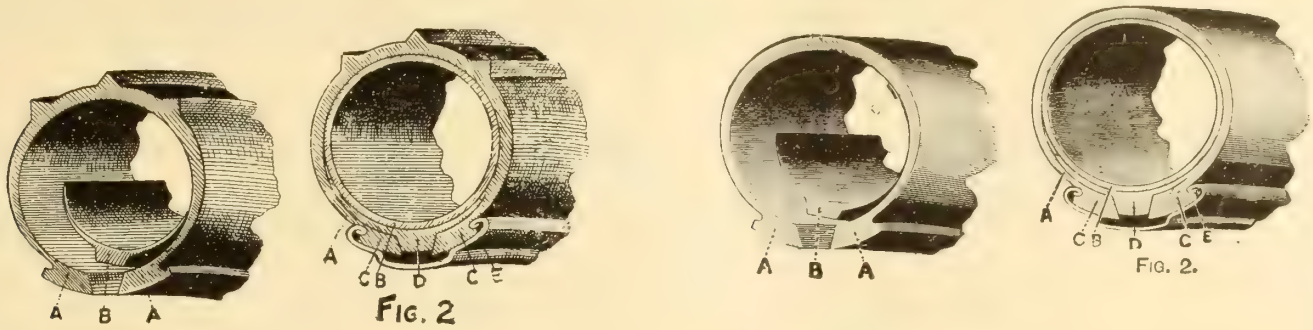
R. F. GOETZ

THE TRIANGLE TEAM.

TRAINER PAT HUSSEY.

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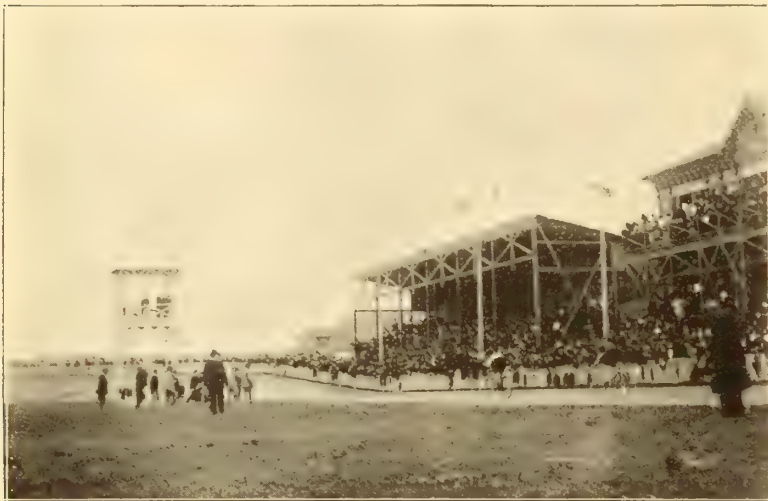
## BARDEN TAKEN INTO CAMP.

**Zimmerman Simply Plays With the Englishman—Beaten at His Own Game.**

PARIS, July 16.—“No, give Zimmerman a little more time to get into shape and two or three more defeats and he will begin his old practice of running away from the bunch in the last 300 yards.”

Although with the record of Zimmerman's reputation for annually fulfilling to the letter just such a prediction as this the editor of THE BEARINGS need not claim unto himself too much credit as a prognosticator, it is nevertheless true that the famous “Skeeter” from Jersey has arrived at that stage of the game already.

Yesterday at the Velodrome de la Seine, Paris, he defeated Barden, the English rider, in the best two out of three races in a match for 10,000 francs, and “wiped up the earth” with Farman, Dumond, and Hermet in a



*Zim winning the mile from Barden.*

two-kilometer contest, with Fidus Achates Wheeler lapping his rear wheel at the finish.

Yes, Zimmerman is all right. The French newspapers have come to that conclusion and the cycling hebdomadary which has defended Zim from first to last is now “rubbing it in” on the contemporary which has maintained a rather lukewarm attitude toward Zimmerman and Troy. There is now a disposition to get in line and say nothing in particular about the immediate past.

Head lines this morning run “WHO?” Yes, who is to ride against Zimmerman? When he defeated Edwards with absolute ease a week ago the people opened their eyes a bit, and said he was a wonder, but now they say he is more than a wonder and they ask, “Quelest l'homme a opposer maintenant a Zimmerman?” (Who is the man to place now against Zimmerman?) Edwards was too slow, Barden has been found wanting, who can keep close enough to the *grand champion Americain* to make it interesting? Edwards essayed nothing but a short distance with a sprint, but Barden thought he would try his luck in a five-mile slugging match, in the hopes of being able to run the American off his feet. But neither the sprinting nor the plugging plan has availed anything against Zimmerman, and he is at the present writing very much on top.

### Long-Distance Races.

even though they were as modest as five miles, have never entered as a specialty into Zimmerman's category, but if it becomes a necessity for him to get up and follow tandem pacemakers at a grinding pace in order to win “he guesses he can do it once in a great while.” The long distance, with hard pacing, was Barden's “long suit.” He was fond of it—took it for dejeuner, lunch, and dinner. It was a condition of his match with Zimmerman that a five-mile event be put on for the second race and that the swiftest tandem teams obtainable be employed. He was hardly confident that he would win the first, a mile event, because he was in doubt about being able to hold Zimmerman on the sprint, but in the cruel, cruel pounding pace of three or four tandems he would have him at his mercy. There is a lull in Barden stock today, with no very fiery prospect of reaction. Zimmerman preferred is held at fancy figures, with very few bidders. The Barden pair, of father and son, has been conspicuous in Paris cycling circles for some time, and while it can not be said that Barden is a “dub,” and granting that the two are both shrewd and sportsmanlike, the young man had, previous to the match with Zimmerman, gained his reputation rather cheaply. On form he had shown well, and in training was in the fast brigade. He went to pieces in the fifty-kilometer race on the night of July 5, but with his and his father's reputation for being “a bit foxy” it was not entirely safe to take a line from the incident. The deduction now is that

### Barden Was Unequal to the Effort

of staying the distance and pace. When the bell rang for the mile contest Barden was the first to arrive in position, and Zimmerman rode slowly around and took his place on the line wearing his proverbial expression of

indifference and “devil-may-care” style. There were no pacemakers in this race, and Zim started away slowly in the lead. Two laps were done at a leisurely pace, and then Barden came up and rode by the side of his competitor for the third and last. There was very little to it. Zimmerman simply rode too fast for Barden in the homestretch, and it was all over but the shouting. Barden was on equal terms with Zimmerman coming around the banking—the pace being yet moderate—but he could not hold on as Zim started to go. Anywhere between six and ten lengths—according to the mental condition of the observer—may have intervened between Zimmerman and Barden as the former crossed the tape. Barden was a little closer than Edwards was at the finish, but he probably would not have been had Zimmerman began sprinting as early as in the case of his match with Edwards.

In estimating the crowd that was in attendance an excited American would have declared there were 100,000 raving maniacs within the gates, although to one of more sober judgment the number appeared anywhere from ten thousand to twelve thousand—and at double prices too. On the days when Zimmerman rides match races the admission fee is raised to a minimum of two francs, and from that up to ten francs. A crowd upon “the bleachers” had a large American flag, which was kept waving all the time, while the patriotic color-bearer and his associates made Paris howl with their

### Approvals of Zim's Winnings.

The race was ridden in 3:06½. The five-mile race came on after an intervening race, in which Wheeler and Crooks got placed in their heats. This was to be the contest with tandem pacemakers, and just how “Jersey” would come out of a long plugging match was the question at stake. A team of amateurs came out and Barden viewed them with some misgivings; they didn't look fast enough. After a long wait and considerable discussion, another team—Fournier and Garnier—appeared on the scene. The last was all right, for Fournier is a flyer, but Barden must have at least three teams. Nobody appeared, and the crowd whistled and howled. The secret of the reluctance on the part of the tandemists was that they were all looking for the tandem race at the end of the programme, and did not want to destroy their chances. Finally Jacquelin and Max came to the front and with Barden very doubtful about the pace being made swift enough the pistol cracked and away they went, with Barden following the Jallu-Siolliac pair closely. Zimmerman followed meekly. The first lap was done in :39 and the kilometer in 1:20. Troy sat on the grass near the track and “clocked” the lap. Thirty-seven seconds for the fourth lap! Somebody would have to let go before very long. Then Fournier-Garnier came and picked them up for the fifth lap, and as they rounded the turn into the home-stretch the sensation of the contest was developed. Barden could no longer hold the tandem and as he fell back from its lead Zimmerman went by him like a shot, and in a moment was ten yards away, going “for keeps.”

### The People Howled

and howled, and the American boys who carried the flag “had seven kinds of fits.” Barden made one tour of the track and quit. Zimmerman fol-



*The five-mile—Zim and Barden waiting for pacemakers.*

lowed the tandems, and without exerting himself finished the five miles in 11:55. As the hero of the hour he was an unqualified success, and all the bouquets and endearing terms were his without stint.

After Wheeler allowed himself to be beaten nicely by Louvet in the final of the two kilometers, the invitation race was put on, with Zimmerman up in the final. Wheeler and Farman won the first heat, and Dumond and Hermet the second. The final was an easy walk-over for Zimmerman and Wheeler, and they crossed the line almost even, with Farman three lengths behind, Dumond fourth, and Hermet fifth. Another big day for America. George Banker met with a punctured tire, else he might have added a few laurels.

Banker rode his first race as a professional July 14, at the Buffalo track. The distance was ten kilometers, with prizes for each kilometer or every three laps. The exertion almost “exterminated” both Wheeler and Banker,



and the latter was once half a lap behind the bunch, but Wheeler won two "primes" and the race, while Banker came in for four primes and a second at the finish. Crooks got three seconds in the primes. Leneuf and Fossier were "killed off" by the hard work. Wheeler won \$13 and Banker \$12 for their struggling.

Thomas B. Jeffery, wife, two daughters and two sons, who have been visiting in Paris for the past two weeks, were among the spectators at the Zimmerman-Barden match.

A few days previous to the race

#### Barden and Zimmerman

were both training at the same hour on the Seine track, the former with a tandem team. As Barden, with his tandem team, would pass Zimmerman he would yell at the pacemakers, "Go on! Go on!" Zimmerman wore a wide grin.

Some of the Frenchmen, despite their proverbial politeness, seem to know no sense of propriety when it comes to following Zimmerman and Wheeler and doing none of the pace work in training. The juvenile Dumond followed Zimmerman and Wheeler for miles at the Seine the other day while the American pair wanted to practice sprinting but was not desirous of pulling out any of their prospective competitors, and he did not take the hint until invited to "either come off or go ahead" by Wheeler.

Dubois is again to the front, having defeated Linton and a number of others in the 100-kilometer championship of Paris. Linton came back from Italy with a somewhat curtailed reputation, and he allowed Dubois to get a lap on him about as easily as he formerly took a lap from Dubois. Chappy Warburton says the "Eyetalians" go like the mischief.

Guerry has fallen from his high pedestal and is no longer a flyer.

Crooks is improving daily. At the Seine on Sunday he pushed Louvet to inches in his heat.

Martin ran second to Verheyen in the international (?) race at Lyons.

Ashinger has not returned from England and it is surmised here that he has fled to America, well content with his experience in France.

Edwards' double defeat by Lambrecht at Lyons was a great surprise to the Parisians.

J. M. ERWIN.

#### ST. LOUIS GOSSIP.

ST. LOUIS, MO., July 29.—The Associated Cycling Clubs have gotten a decided "move on themselves" and if they will keep up the gait they have struck, their meet on August 25 will rank in cycling history with the Ramblers' meet in 1885, when Prince, Woodside and Hendee raced here. C. C. Hildebrandt, who went to Toledo as inducer, was successful in securing a large number of entries from among the "big uns" of Class B. The races will be held on the Pastime Athletic Club's track at De Hodiament, which is a one-third of a mile track, with carefully banked turns and a surface that is very fast, in fact with the exception of some of the big tracks in the east it is one of the finest tracks in the country. L. D. Cabanne rode a mile on it with pacemakers in 2:13, and Ed Grath rode a mile, unpaced, in 2:20<sup>2</sup>/<sub>5</sub>.

The Victor Cycling Club, one of the "no home series" of cycle clubs with which we have been afflicted, is to give a meet at St. Charles, Mo., on Sunday, August 5. They applied for a sanction and it was refused them on account of it being held on Sunday, however they are going to take the law into their own hands and give the meet any way, and are positive that they will have plenty of entries in every event on the programme, but whether they will or not remains to be seen. When "Brer" Raymond gets his eagle eye on them, things may be different. The club claims to have a membership of over a hundred, and they have some hustlers among them. Under the circumstances it is a pity their energies are not directed to a better cause.

The Y. M. C. A. Cycling Club have made application for membership in the Associated Cycling Clubs, but it is a question whether they will be admitted or not, as the clubs now in the A. C. C. have their eyes on the possible profits to be derived from the meet August 25 and are rather averse to sharing them with any late comers. So it is possible their application may be laid over until after the meet.

Chief Consul Holm has appointed Edgar N. Sanders to fill the vacancy in the chairmanship of the division racing board and the general impression is that he will fill the office very acceptably.

St. Louisans are proud of the showing that L. Duthel Cabanne made at Toledo and Indianapolis, and the more enthusiastic think that we have turned out what will prove a veritable world beater. Cabanne has a very dark complexion, is sturdily built, can be very pleasant, but withal has an excellent opinion of the abilities of L. D. Cabanne. He has been connected with athletics for a number of years and has achieved noteworthy success in foot races, wrestling and swimming. Heretofore cycling has been a side issue with him and he has done nothing above the ordinary in that line, but this season he has been devoting his entire attention to it, with what success has been seen. The St. Louis rider who ranks nearest to him is Ed Grath and there are not a few who hold him in higher estimation, and think that before the season is over he will wear the laurels over his, at present, more prominent rival.

C. T. Boschan, Jr., won first time prize at Davenport, July 25, in the eleven and a half mile road race, riding the course in 34:52. A. E. Proulx, of Omaha, got second time prize. Boschan started from the 2-minute mark and Proulx was scratch. C. C. Green, of Clinton, won the race from the 5-minute mark.

#### SHORLAND AGAIN KING.

The Englishman Breaks the Twenty-four Hour Record and Wins the Cuca Cup for the Third Time.

Cablegrams from England give very meager details of the Cuca cup 24-hour race last Friday and Saturday. Shorland has again proven himself to be the long-distance king, and has regained his record taken from him by Huret. This wonderful Englishman rode 460 miles and 900 yards in the day, beating his nearest competitor by thirty miles. J. H. Peterson, of Coventry, was second, with 430 miles to his credit. C. Chapple, of Chelsea, was third, having covered 426 miles. This is the third time in succession that Shorland has won this race, he having broken the record each time. He now becomes the owner of the Cuca cup, a magnificent silver trophy.

Peterson is not a novice at long-distance racing. He is credited with 330 miles on the road in Norway in 18 hours. Chapple has ridden 203 miles in 12 hours, and fifty miles on the road in 2:37:00.

#### THE HILSENDEGEN ROAD RACE.

DETROIT, MICH., July 28.—The weather clerk did a very good job today in dealing out the weather for the Hilsendegen twenty-five-mile road race. The day was warm and clear and a strong breeze was felt only on the lower turn. As was predicted, the recently established records were handily disposed of and the new record of 1:05:58 made by Charles Barthol still stays in Detroit. The crowd began to assemble early and when Starter Hilsendegen gave the word to the limit men at 3:47 the long stretch of a mile from the starting point to the judges' stand was lined with fully twenty-five thousand people.

Of the 150 entries 135 presented themselves at the starting point. The 30-second men went back to scratch. In this bunch Charles Barthol set the pace at first. Rands, who went in to do the pacing for the first five or ten miles, was riding eleventh in the bunch. L. A. Callahan, who had announced his intention of doing the distance in 1:03:00 looked worried already, just an even mile from the start. At the end of the first lap the ranks of the fast brigade had suffered badly. Herrick, who made the record a few days ago, was dragging along a quarter of a mile back. Callahan and Rands had fallen by the wayside and the others were pretty well stretched out. Barthol still held the leading position with the Grant brothers close up and all riding well within themselves. The next two laps proved the death of all the scratch men except the above three who had fought their way well up into the bunch, and gained on all except G. E. Williams, of Beaver Falls, and W. De Cardy, of Chicago, who were riding together and by pacing each other had so far held their own. The fourth lap showed no great relative change in the positions and after all had filed by a lookout was established for the winner.

The crowd was anxiously gazing up the long stretch, when around the bend flashed three riders, close up and coming fast. No fainting novices were these, but three riders who understood their work. On they came in a bunch till within seventy-five yards of the tape, when Louis C. Dowe, of Cleveland, pulled up and won on the spurt, from George Morris, of Hamilton, Ont., both 10-minute men, A. F. Little, Iderton, Ont., a 9-minute man was third. Several good finishes were furnished by the following riders as they came in in bunches. To these, however, little attention was paid as the interest was centered on the finish of the back-mark men, who very shortly put in an appearance. Barthol still in the lead, and the Grant boys hanging on for dear life. Down the long avenue they rushed, the crowd for the first time in the history of road racing keeping outside of the ropes. All the way down Barthol held the lead, finishing with a grand spurt which was too much for the Grant boys, who dropped back allowing two men to slip in between them. Barthol's time was 1:05:58.

#### The Finishes:

PO.	NAME.	HDP.	TIME.	PO.	NAME.	HDP.	TIME.
1	L. C. Dowe	10:00	1:10:24	33	B. B. Brown	7:00	1:11:16
2	Geo. Morris	10:00	1:10:24½	34	A. Gardner	2:30	1:06:32
3	A. F. Little	9:00	1:09:24½	35	A. A. Allen	5:00	1:09:22½
4	C. W. Storey	10:00	1:10:24½	36	H. Davidson	3:30	1:07:52½
5	J. J. Blavin	12:00	1:12:24½	37	T. Taylor	3:00	1:07:22½
6	R. Pedenbo	10:00	1:10:26	38	J. Skelton	3:30	1:07:25
7	E. B. Phelps	9:00	1:09:58	39	F. S. Talley	2:30	1:06:55
8	C. S. Porter	9:00	1:10:01	40	L. Gimm	4:00	1:08:27
9	J. P. Phillips	12:00	1:12:23	41	C. G. Merrills	3:30	1:07:31
10	F. Bedore	9:00	1:10:23½	42	B. Fishback	3:30	1:08:02
11	A. Cameron	10:00	1:11:24	43	A. C. Banker	5:00	1:09:38
12	J. E. Gattrell	8:00	1:09:25	44	T. Holmes	3:30	1:08:08½
13	W. V. Bosler	8:00	1:09:26	45	G. T. Briggs	2:30	1:07:08½
14	J. E. Carpenter	9:00	1:10:27	46	H. K. Smith	7:00	1:11:44
15	H. Thompson	11:00	1:13:15½	47	R. Shewmaker	7:00	1:11:51
16	G. E. Williams	4:00	1:06:16	48	C. Kellogg	2:00	1:17:27
17	W. De Cardy	4:00	1:06:16½	49	F. G. Hood	9:00	1:14:28
18	M. Miller	12:00	1:14:22	50	F. C. Fritz	9:00	1:14:36
19	E. P. Mills	12:00	1:14:22½	51	P. A. Meisner	11:00	1:15:36½
20	E. M. Stoffert	11:00	1:13:50	52	J. Brandenberg	3:30	1:09:06½
21	A. Moffat	13:00	1:15:54	53	M. Edson	8:00	1:13:40
22	C. Wilson	7:00	1:10:27	54	M. Gorrels	7:00	1:12:55
23	A. W. Straight	5:00	1:08:30	55	R. W. Lester	10:00	1:15:56
24	F. O. Ronston	8:00	1:11:36	56	D. Mathereau	13:00	1:18:56½
25	J. F. Prieths	10:00	1:13:36	57	W. Bellingsley	8:00	1:13:56½
26	W. G. Prescott	7:00	1:10:44	58	C. Bleasdale	12:00	1:17:57
27	W. H. Sands	10:00	1:14:10	59	C. Barthol	Scr.	1:05:58
28	B. Lobdell	9:00	1:13:02	60	C. Harbottle	1:00	1:06:58½
29	H. F. Brandan	12:00	1:15:05	61	L. C. W. Rolls	12:00	1:17:59
30	Dr. MacFarlane	8:00	1:12:15	62	G. D. Grant	Scr.	1:05:59½
31	F. H. Plaice	6:00	1:10:15½	63	W. W. Grant	Scr.	1:05:59½
32	P. E. Johnson	9:00	1:13:15½				



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## MORGAN & WRIGHT TROPHY

FOR THE

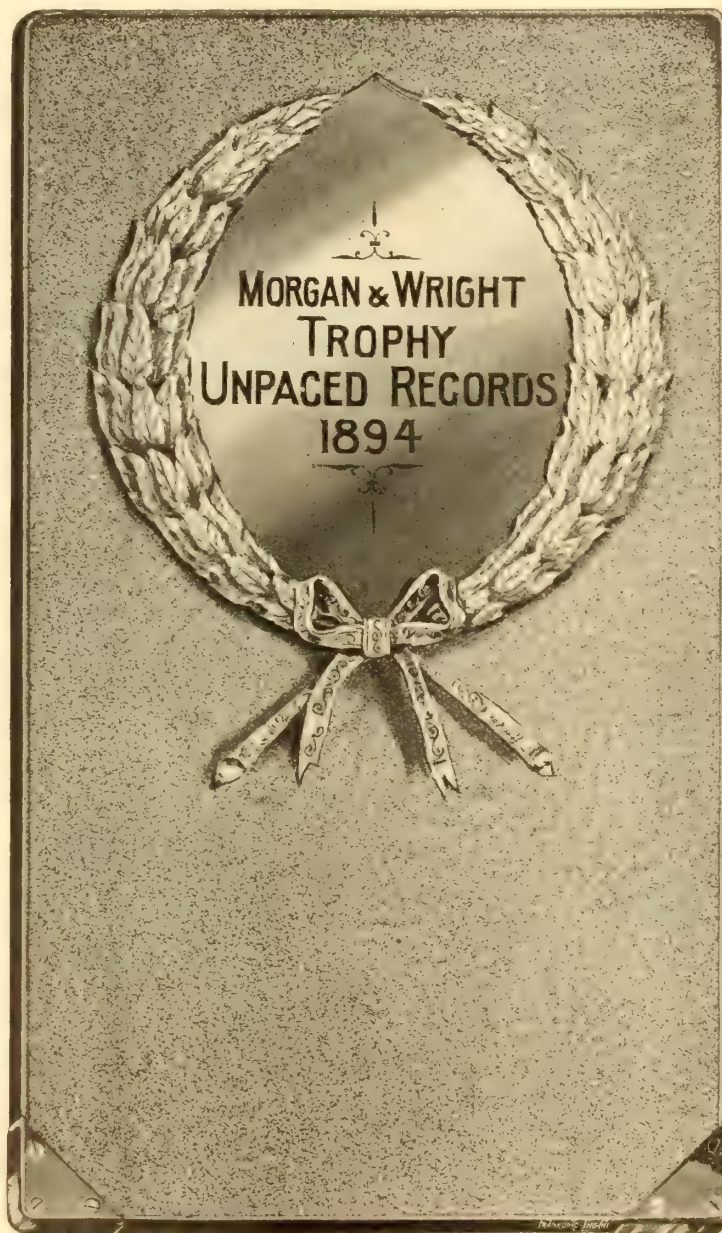
# Unpaced One-Mile Record of 1894.

This medal is a solid slab of absolutely pure gold (assayed at the United States Mint, and stamped on the back as 24 carats fine) weighing 508½ pennyweight, and the exact size of the accompanying cut. In the center of this yellow slab is a highly polished plate of red gold, 14 carats fine, and weighing 25 pennyweight. This is surrounded by a wreath of green gold, 20 carats fine, and weighing 27 pennyweight. The inscription is in blue enameled letters. The whole medal weighs about two pounds avoirdupois. The whole is inclosed in a case of the finest morocco, in one compartment of which is the certificate of the United States Mint assay, which will be given the winner along with the medal, and the chippings off the back plate, which also go with the medal, in another compartment of the case.

The melting value of the gold in the medal is \$569.68, and the work on it cost \$99.41, and it is inclosed in a \$20 case. By far the handsomest, most artistic, and costliest prize ever offered in cycling.

The donors of the medal believe that the unpaced mile is the true gauge of the racing man's ability, and that the unpaced record is the record par excellence. In

the past little attention has been paid to unpaced records, owing to the facts that they were not recognized officially as more meritorious than records made with the aid of pacemakers. The paced record is not as fair as the unpaced for the very obvious reason that the man who has a big firm at his back, and every convenience for training, and the best of salaried pacemakers is bound to have a great advantage. Moreover, other things being equal, some men are at a disadvantage on account of their build. "A good big 'un is always better than a good little 'un" is an axiom in general athletics which has not held good in cycling, as far as the getting and holding of records go, at least, and for this reason: The big man can not get the shelter from atmospheric resistance behind a pacemaker that a little man can, owing to the greater surface that he presents to the wind. Now, however, that a prize worthy of good performances has been offered it is safe to say that the one-mile unpaced record will be much sought after. Every time that the record is broken a souvenir facsimile will be given, and the holder of the record at the end of the season will be awarded the medal. For conditions, etc., apply to



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## TWO BIG CLUBS CONSOLIDATE.

PHILADELPHIA, July 28.—One of the most important events that has taken place in the local cycling world this year was the amalgamation of the West Philadelphia Cyclers with the Pennsylvania Bicycle Club, on Thursday evening. This combination forms one of the largest cycling clubs in the country, and one that promises to become a power in the cycling world. The question of amalgamation between these two organizations has been talked of for over six months. Many concessions have been made by both clubs, and the final details as to how the new organization should be run have long since been arranged. The meeting on Thursday night of the West Philadelphia Cyclers was attended by about one hundred and fifty of the members. After a long discussion the question came before the meeting for a vote and the secretary called the roll. On the matter going to vote a large number of the members refused to vote and the amalgamation was finally carried by the vote of forty-one to eleven. The members who were against the movement have not signified their intention of joining the new club, but are in favor of forming a club of their own.

By the new arrangement the Pennsylvania Bicycle Club makes concessions which will give the West Philadelphia Cyclers positions on the board of officers. President J. Neill will become vice-president of the Pa. B. C.; R. S. Dougherty, financial secretary; Mark Meredith, captain.

In order to settle the question of supremacy among the New Jersey riders the Riverton Athletic Association will give a tri-county championship race, barring all previous records, open to all riders in the counties of Burlington, Gloucester, and Camden. The preliminary heats are to be run at the Riverton track on Saturday, August 4. The three men of each county who are placed will compete in the final heat, which will take place on August 11. Nearly a score of riders are now in training for the race, and some good pedal pushing may be expected.

Among the recent applications for membership in the Century Wheelmen were those of J. J. Diver, the fast rider of the Bank Clerks' A. A., and H. O'Neill, another local crack of some little reputation. These two men will greatly strengthen the club's already good racing team, and gives Captain Allen good material to select from for the team that will ride against the Quaker City Wheelmen in September.

There promises to be an abundance of racing in this city this fall, and in addition to the race meets and inter-club road races, already mapped out, a number of the best local riders intend riding against the records for all distances of the local tracks. These latter performances will occur some time in September, and promise to be prolific of some fast riding. Among those who intend participating in these races are Robert McCurdy, George Mershon, John Grouch, John Heishley, Charles Church, Weise Hammer, and W. A. Wenzel.



REPAIR MAN.—“Well, Mr. Eagle, I can fix your machine up while you wait. All I will have to do is to true your front wheel up a little. Those aluminum rims stand a lot. It will cost you only a trifle.”  
“But, Mr. Woodrim, you will have to leave your wheel for a week or two, till I can get a new rim from the factory. It will cost you six or seven dollars. You see the Eagle Bicycle Mfg. Co. put the difference in their wheels before they leave the factory, while the makers of your wheel leave it for you to put the extra cost in after you have bought it.”

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DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

Vol. I.

CHICAGO, AUGUST 3, 1894.

No. 22.

Published every Friday by  
**THE HILL CYCLE MFG. CO.**  
OFFICE AND FACTORY,  
**142-148 W. Washington St., Chicago.**

**SUBSCRIPTIONS:**  
Models 18 to 22. Racers, \$150.  
Model 25—Road Wheel, \$135: Palmer tires and wood rims  
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THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

### THANKS, GENTLEMEN.

We notice that advertisers are copying the FOWLER TRUTH in their advertisements. They use pictures, copy some of our pet phrases, and seem to think that the FOWLER TRUTH is a model in its line. We can not blame them, for they evidently know a good thing when they see it. We are always first in everything, in advertising as well as on the track.

### AS A HILL CLIMBER.

From a Mercer, Pa., paper we clip the following:

"John Patterson, of this city, accomplished a remarkable feat in climbing Sharon hill on his bicycle a few days ago. He did so in the face of great odds, having just returned from a trip to Youngstown, and having partaken of a hearty meal. Mr. Patterson ascended this hill considered insurmountable on bicycles, and with ease." He rode a truss frame Fowler wheel.

### A WORLD'S RECORD BROKEN.

On June 20 and 21 the first annual meet at Holton, Kas., was held, and the Fowler was, as usual, on top. Hal Hazlett, of that city, on a Fowler Bantam won the half and quarter-mile open, half-mile novice, and the half-mile handicap. He broke the half-mile novice record for the world, making it in 1:05 flat. There were fifteen makes of wheels ridden in the different races, but the Bantam won the cream of prizes.

L. F. Post wins the ten-mile road race of the Century C. C. on a Fowler at Syracuse, N. Y.

## STILL SCORING.

Reports from Different Parts of the United States Show that the Fowler has not lost its Grip.

The Cream of the Prizes at Rockford and Marinette Captured by Riders of Our Wheel  
—New World's Novice Record.

The following are some of the wins credited to the Fowler since July 14:

**JULY 14.**

**Salem, Ore.**

C. G. Murphey wins first in a series of ten-mile road races.

**JULY 17.**

**Marinette, Wis.**

One-mile open.—W. J. Anderson, first; E. Kessler, fourth. Half-mile Marinette business men.—W. C. Campbell, first. Half-mile open.—W. J. Anderson, first; A. D. Herriman, second. One-mile handicap.—A. D. Herriman, first.

**JULY 18.**

**Marinette, Wis.**

One-mile city championship.—E. C. Keller, second; W. R. Fairchild, third. One-mile open.—W. J. Anderson, first. One-mile Marinette-Menomonie championship.—E. C. Keller, first; W. R. Fairchild, second. Quarter-mile open.—W. J. Anderson, first; A. D. Herriman, second. Time, :32½. (Beats state record.) One-mile consolation.—W. W. Wilson.

**JULY 18.**

**Rockford, Ill.**

One-mile handicap.—A. Burr, scratch, first. One-third-mile handicap.—A. Burr, scratch, first. Ten-mile handicap. A. Burr, scratch, first.

**JULY 20.**

**Salem, Ore.**

C. G. Murphey wins another ten-mile road race.

**JULY 21.**

**Independence, Ia.**

Fowler wins a novice race hands down.

**JULY 22.**

**Jamestown, N. Y.**

One first for the Fowler.

**JULY 27.**

**Salem, Ore.**

C. G. Murphey wins another first.

### EXPLAIN THEMSELVES.

Hill Cycle Mfg. Co., Chicago, Ill.

Gentlemen: We inclose letter of Mr. James Cox, dated July 18, 1894. Mr. Cox, as you will see, is secretary of the Falls' Festivity Association, and a man of considerable influence. He had the misfortune to experiment with four different wheels previous to purchasing a Fowler. The next wheel before the Fowler was a ———, which he paid \$150 in cash for. After riding it three or four weeks he took it back to the agent and demanded his money in return. Of course the agent did not take kindly to refunding the money, but knowing that he would be compelled to if sued he finally refunded Mr. Cox \$150.

Through the influence of Professor Stone, who is probably the oldest bicycle rider in St. Louis, and now a rider of the Fowler, Mr. Cox was persuaded to buy a Fowler. Knowing his testimony would be worth something, we asked him for a letter setting forth his opinion of the Fowler. Thinking that this letter would be good thunder for the FOWLER TRUTH I forward it to you.

Yours truly, D. Snitjer.

St. Louis, Mo., July 21, 1894.

D. Snitjer, City.

Dear Sirs: The Fowler I purchased from you some two months since has far exceeded all expectations. I have ridden it over some exceptionally bad roads, and have not as yet had to adjust a single screw or use a wrench for any purpose whatever. The divided seat-fork adds perceptibly to the rigidity of the wheel, and more especially of the crank axle. I attribute to this feature the fact that the chain runs perfectly, and even when covered with dust makes no noise and gives no trouble. After trying other high-grade wheels I am forced to the conclusion that for a man who wants to ride all kinds of roads and who objects to keeping a repair shop in his back yard the Fowler is the very best machine he can select. On the occasion of club rides in particular it is very pleasant to be able to leave one's machine absolutely alone, while other riders are blowing up tires, screwing and unscrewing nuts, and searching with more or less success for causes of rattling and hard running.

Yours truly, James Cox,

Sec. Autumnal Festivities Assn.

St. Louis, Mo., July 18, 1894.

Fowler first and second in a two-mile handicap at Whitesboro, N. Y.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## THE GREAT WESTERN CYCLE SHOW.

**All Arrangements Progressing in Grand Style—The Larger Part of the Exhibition Space Already Contracted for—Agents Are Enthusiastic and Pledge Themselves to Attend.**

Despite the fact that the date of the great Chicago Cycle Show is still more than five months away, and that the plats of the exhibition space have been out but a little over two weeks, the major part of the space has already been sold, and every indication points to a huge success. In spite of the fact that the space has nearly all been sold there is more of it than there was at the Madison Square exhibition last winter. The armories where the exhibition is to be held are right in the center of the business district of Chicago, close to the principal hotels, theaters and other attractions, and are in every way suited to the needs of the show. The accompanying plat of the armories and exhibition spaces and that of the central part of the city, showing the location of the armories and the theaters, hotels, etc., will give a better idea of what we desire to state than can be given in words.

The most attractive feature to the manufacturers, however, is the fact that every thing possible is being done to secure the attendance of agents. Already reduced hotel and railroad rates have been secured, and hundreds of agents have pledged themselves to visit the show. They have advanced many convincing arguments why the show should be held in the west and in Chicago. A few of the arguments out of the hundreds that have been received will be found below. The following are the firms that have

### Already Contracted For Space:

Lamb Mfg. Co., National Cycle Mfg. Co., Eclipse Bicycle Mfg. Co., Relay Bicycle Mfg. Co., W. H. Wilhelm & Co., Crawford Mfg. Co., Eagle Bicycle Mfg. Co., E. C. Stearns & Co., Syracuse Cycle Co., Union Cycle Mfg. Co., Fulton Machine Works, Grand Rapids Cycle Co., James Cycle Importing Co., Warman & Schubb Cycle Co., Meteor Cycle Co., Julius Andrae Cycle Works, Two-speed Cycle Co., Kenwood Mfg. Co., Marion Cycle Co., St. Louis Refrigerator & Wooden Gutter Co., Rouse, Hazard & Co., Western Wheel Works, Ide Mfg. Co., Gormully & Jeffery Mfg. Co., Yost Mfg. Co., Derby Cycle Co., A. Featherstone & Co., A. F. Shapleigh Hdw. Co., Stover Bicycle Mfg. Co., Indiana Bicycle Co., Monarch Cycle Co., Sterling Cycle Works, Eastern Rubber Mfg. Co., New York Tire Co., New Departure Bell Co., Indiana Rubber Co., Palmer Tire Co., Morgan & Wright, Chicago Tip & Tire Co., M. E. Griswold & Co., Braddock Hose & Supporter Co., Rockford Tool & Sundry Mfg. Co., Parkhurst & Wilkinson, and R. B. McMullan & Co. The two last named will represent each a number of tire, saddle, rim, forgings, and other part manufacturers.

### What the Dealers Say:

Chicago certainly should have a cycle show. We would not attend one at either New York or Philadelphia on account of the distance but will attend one at Chicago.—W. R. Tilton & Sons, Prairie Depot, O.

Give us a show in the west by all means and we think your success will be greater than that of either New York or Philadelphia.—G. M. Leshner, Fremont, O.

Am in favor of a Chicago show and will attend and do all in my power to aid it.—Horace Brown, Muskegon, Mich.

Am strongly in favor of a show in Chicago and will gladly attend.—A. A. Brabant, Marinette, Wis.

Record us in favor of a western show.—Sickles, Preston & Nutting Co., Davenport, Ia.

Am in favor of a western show, and Chicago is the place. Will attend.—Ed J. Carroll, Green Bay, Wis.

A national show in the west and in Chicago is "the stuff."—Mosher Bros., Cuba, Ill.

It is true that most of the manufacturers are located in the east but can not see any reason why the west should not be recognized in the way of an exhibition. We are strongly in favor of the idea. Chicago is the city of all cities for a cycle show.—J. E. Poorman, Cincinnati, O.

The Chicago show will be a success and the proper course for manufacturers to successfully introduce their goods is to exhibit.—L. L. Benjamin, Marshalltown, Ia.

Are heartily with you for a Chicago show. There is much in it for the dealer. Waiting for the salesman to get around with his samples in May, when one should have a stock in and be delivering in April, is poor business. When western agents can go to a cycle show, select the wheels they want, make contracts and arrange for early deliveries as eastern agents have done, they will know how to value a western show.—Fisher Governor Co., Marshalltown, Ia.

Would be very glad to have a cycle show in Chicago and should attend.—W. P. Dennison, DeWitt, Ia.

I heartily indorse the project of having a cycle show in Chicago and should attend.—O. C. Swartz, Walker, Ia.

Think an exhibition in Chicago would be a great thing for western agents. Should be sure to be on hand.—H. E. Mattocks, Chenoa, Ill.

Are heartily in favor of having a show in Chicago. We will surely attend a western show in preference to an eastern one and will do all we possibly can for its success.—Chas. Hanauer & Bros., Cincinnati, O.

There are some pretty fine wheels made in the west, and if those eastern chaps do not care to exhibit and advertise their goods in the west, let them sell them in the east and we will patronize the west.—John Smith, DePere, Wis.

I can not afford the expense of a trip to the east, but can and will come to Chicago. Everybody, both east and west, knows that Chicago never does a thing but it does it well.—U. S. Alderman, Nevada, Ia.

Pleased to see the cycle show in Chicago the coming year, and appreciate the steps taken toward the advancement in the west.—W. D. Ennis & Co., Terre Haute, Ind.

Emphatically in favor of a western show. I believe a majority of dealers in small western cities, who would not consider the outlay for an eastern trip as a paying investment, could make the trip to Chicago at nominal cost as well as at a great saving of time.—E. A. Thomas, Troy, O.

All the support we can give will be gladly given, and we heartily indorse all the efforts that are being made in the direction of a Chicago show.—Telegram Cycle Mfg. Co., Milwaukee.

Put us down as being heartily in favor of having the National Cycle Show in Chicago, and, having already made application for space, you may rest assured that we will do all in our power to make the show a success. We consider Chicago the only place to hold a show.—Stover Bicycle Mfg. Co., Freeport, Ill.

Your ideas are right. The attendance at the eastern exhibitions has been made up in the main of eastern agents and the west has contributed comparatively little in that way to them. We think that the idea of gathering these people together at some centrally located place where all different makes of bicycles can be seen together and comparisons drawn, is a very good one and will, we believe, meet with the hearty support of the cycle manufacturers, and we are sure of the local western agents too.—Woodrough & Hanchett Co., Chicago.

We think a show for the western field will, undoubtedly, be a good thing and we shall certainly patronize it.—Indiana Bicycle Co., Indianapolis.

It is undoubtedly more than due to the western manufacturers and dealers that they have a cycle show of a national character and you may expect our hearty co-operation.—The Columbia Rubber Works Co.

Have a western cycle show by all means. We promise to be there.—J. Lonn & Sons, La Porte, Ind.

Am decidedly in favor of a western show. It would undoubtedly increase the interest in cycling affairs in the west.—C. A. Peck, Berlin, Wis.

Of course we favor a western show. Will do all we can to awaken interest.—Journal, Berlin, Wis.

We cast our vote for Chicago first, last, and all the time. The great west needs a cycle show and Chicago is the place to have it.—Tinker Brs., Maquoketa, Ia.

We believe that a show in Chicago will be a success and think that all agents in the west should unite in urging the manufacturers to consider the claims of the dealers located west of Buffalo. It is simply impossible for the great majority of dealers in the west to attend a show in the east and the makers ought to realize the fact that a large proportion of the wheels are sold in the west.—Frank B. Taylor Co., Jackson, Mich.

Certainly should have attended the shows of '93 and '94 if they had been nearer home and shall be on hand at the Chicago exhibit.—A. G. Woodbury.

Pleased to hear of the Chicago show and will be there.—P. H. Noble, Casey, Ia.

By all means let us have a show in the west.—Fulton Hardware Co., Portland, Ind.

I deem it very important to have a show in the west. Time and money prevent the majority of western agents from attending a show in the east.—O. E. Fifield, Benton Harbor, Mich.

Am much pleased to have a show in Chicago, and feel sure it will be a great thing for every dealer in the west. Of course I shall attend.—C. M. Wiseman, Big Rapids, Mich.

We certainly think an exhibition should be held in the west as, while it is true that the greater number of wheels are sold in the east, the future market is in the west. Past experience demonstrates that Chicago makes a success of any exhibition it takes hold of.—Michigan Mfg. Co., Jackson, Mich.

We are very much in favor of a show in Chicago. We do not see why it should not get it as it is the most centrally located, and there are factories enough in it to make a show in themselves.—Jackson Pneumatic Wheel Co., Jackson, Mich.

I am heartily in favor of holding the next cycle exhibition in Chicago.—C. A. Lighty, Monticello, Ind.

A western cycle show is needed by all means. It will give us western retail dealers the same chance that our eastern brothers have enjoyed in the past, viz., the opportunity to advance themselves in the knowledge of the different makes of bicycles and pick the wheels that suit their trade.—F. A. Wilkes & Co., Champaign, Ill.

Count me in for Chicago in 1895.—T. Frank Ireland, Belding, Mich.

A Chicago show is a good thing.—Chas. Roediger, Kalamazoo, Mich.

Think a western show will result in much good, not only for the agents, but the manufacturers as well.—F. R. Zeit, Medford, Wis.

Are much in favor of a Chicago show and will do all we can to aid you.—Chicago Tip & Tire Co., Chicago.

Let us have a western show by all means. Have heard several agents express a desire to attend previous shows, but could not afford the time and money, but know that I, for one, will not miss the Chicago show.—Riley Cycle Co., Champaign, Ill.

In the future the west is the territory to work. There is an unlimited territory to cover yet.—A. C. Abbott & Sons, Marshalltown, Ia.

We certainly expect to engage space.—The Diamond Rubber Co., Akron, O.

We heartily indorse your idea of a show, and shall certainly be there. The west needs a show.—Anderson Bros., Missouri Valley, Ia.

Would attend a show in Chicago, but would not go a long way east to see one. J. D. Emmett, Sterling, Ill.

Put us down on the list of western agents who favor a western show. The volume of the trade merits it, and it will doubtless be attended as none before.—Priestly Hdw. Co., Princeton, Ill.

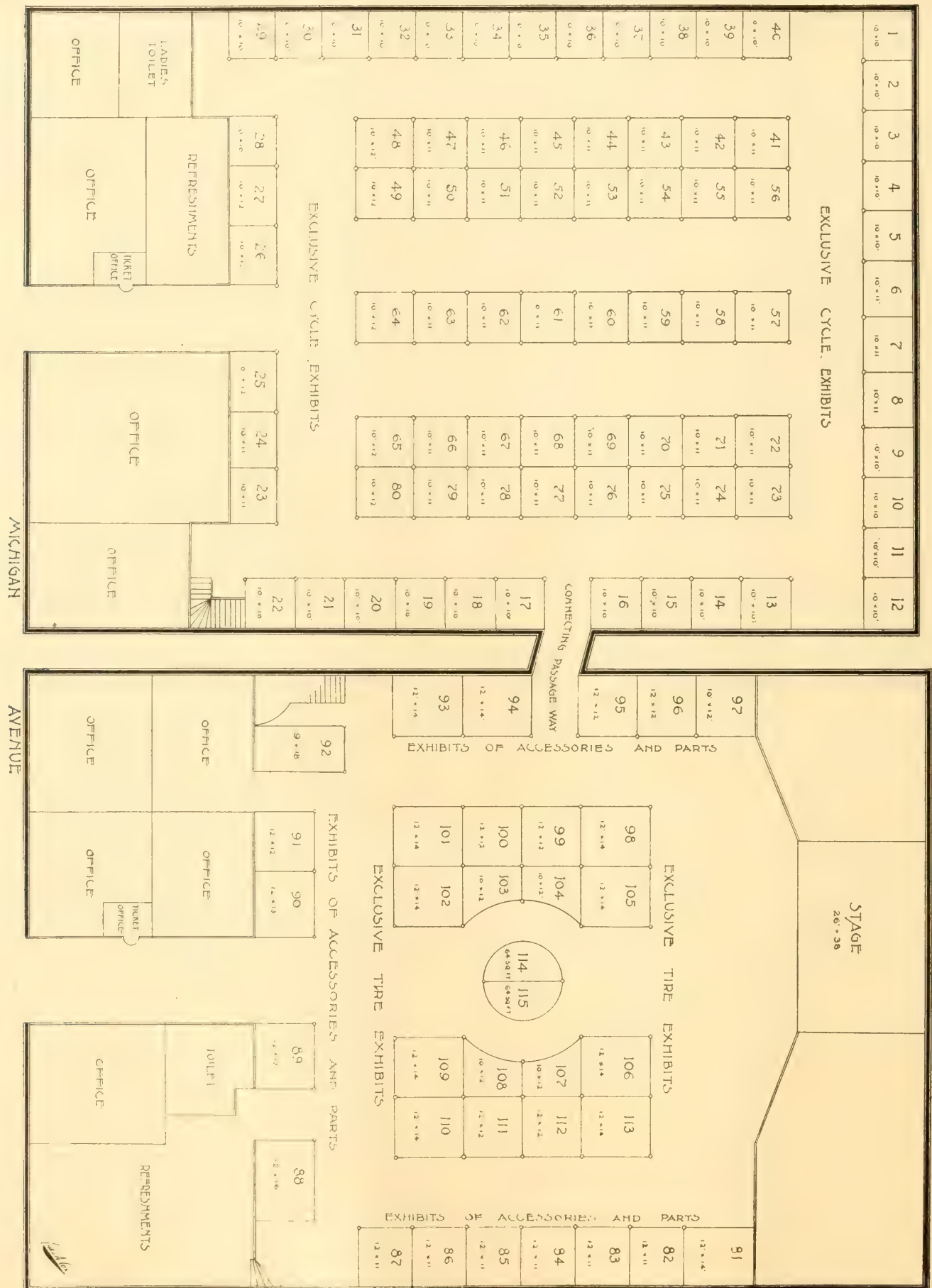
We think that a cycle show in your city will result in good to both dealer and manufacturer. The eastern territory has been well worked, while the west and south have been sadly neglected, and are now by far the most profitable fields.—Steffner & Stone, Chattanooga, Tenn.

We are very much in favor of the Chicago show, and one or more of our representatives will attend.—Gray, Fall & Co., Nashville, Tenn.

We want a western show by all means. Every live agent will back the enterprise. It will equal, if not excel, any eastern show ever held.—Pierson Hdw. Co., Minneapolis, Minn.

There are many agents in this section that can not afford the time or money to attend a show in the east that would attend one in Chicago. For this reason and for the reason that Chicago makes more bicycles than any other city in the country, and know how to entertain visitors, we say she is the only town.—Alling & Lodge, Madison, Ind.





Plat of the Cycle Show to be held in Chicago Jan. 7-12.



## ENGLISH TRADE NOTES.

LONDON, July 21.—The Dunlop people, as is pretty well known, are bringing an action against Messrs. Michelin and several other firms for infringement of patent rights, and I hear that in connection with this, the celebrated Thompson specification is to be pleaded. The case will not be heard for some weeks, but when it comes on will be certain to create a good deal of excitement. The Thompson specification was finally filed on June 10, 1846, the date of application being December 10, 1845, and the claims are set forth very clearly and broadly, while several contrivances for the prevention of punctures, are also described.

On all hands the cycle companies are reducing expenditure, and I fancy that the next shows will point to a falling off in novelties, as none of the larger firms care to experiment with new ideas, while trade remains in its present condition. This is a circumstance which can not fail to have a retarding effect on the sport, and is therefore to be regretted. Several good novelties are practically going begging; ideas which, had they been brought out two or three years ago, would have made small fortunes for the inventors. As matters stand at present it is purely a competition of prices and not of merit as I pointed out some little time since. This is a state of things which can not last long. I think, with many others, that if the trade would place less value on record performances and devote more attention to an honest endeavor to make each machine turned out from the works its own advertisement, it would be better in the end and a course likely to build up a far more lasting trade. When we consider the enormous cost of, say such a ride as that from Land's End to John O' Groats which must run into hundreds of pounds, we can not fail to see the folly of the whole business. Such advertisements have to be paid for by the cycling public by the increased cost of machines, and yet it is more and more obvious that the public, not only will not, but in many cases can not afford to pay the high prices asked. On the other hand, manufacturers can not sell machines at a lower figure while the present enormous expenses last, and so trade suffers in two ways. "Good wine needs no bush" and a first-class cycle is in the end a far better advertisement for its makers than any amount of records made at enormous cost, by paid and interested men, who, for an extra reward, will do one better on some other machine next week.

There is apparently to be a dead set against the tricycle in certain quarters, for not only has it been openly stated that the last of the three wheel championships, under the auspices of the N. C. U., has been held, but this has been followed by the barring of the tricycle in the Cuca cup race. Considering that Bidlake last year finished second on the tricycle, this seems little short of a monstrous injustice. Even if the larger houses in the trade wish to drop the manufacture of the tricycle that is no reason why the smaller ones should do so, and the N. C. U. and London County Club are supposed to be outside trade influence. There are still plenty of people who prefer the tricycle even to the modern safety, and surely they are worthy of some consideration!

Notwithstanding the fact that the export trade for May and the succeeding month showed a great increase on previous years, there is little doubt that the figures will be found to have dropped considerably when the returns for the present month are published. It is a fact that the orders have fallen off with extreme suddenness this year, so that although May showed an increase of \$49,655 there was an actual decrease on last year's figures of \$42,355 for June.

The Boudard gear is still being boomed, but opinions seem to vary greatly as to its merits, and one or two of the journals which were so confident of its success now show signs of uncertainty. I have not yet obtained two machines, one with the gear and the other without, of such equal caliber that I can give a definite opinion. When I do I shall immediately give the result of my trial. At present I am not much of a believer in the invention.

Messrs. Grose have brought out a new pattern of their celebrated gear case, in which the side is constructed of celluloid, so that the chain may easily be seen. The frame of the case is also constructed of aluminum, and the weight is but six ounces. Gear cases here are looked upon as a positive necessity on all first class machines, and any one who has tried a properly constructed one at once admits their utility. I can not understand how it is that gear cases have not "caught on" in America. When, however, one can be obtained scaling only six ounces, the increase in weight can not surely be the sole reason for the objection to their use which American cyclists seem to entertain.

WILL O' THE WISP.

### Caught the Thief.

H. C. Johnson, who travels in Iowa and Missouri for the Pope Mfg. Co., recently ran down a bicycle thief at St. Louis and recovered a stolen Columbia. The thief was arrested and will be convicted. From papers found on him it would seem that he had also stolen an Ariel, Majestic and Westminster.

A. G. Ceely is no longer in the employ of A. M. Scheffey & Co.

## NEW YORK TRADE NOTES.

NEW YORK, July 30.—Bensinger, McDonald & Bowdish, of Bedford avenue, Brooklyn, have decided to dissolve partnership on August 1. The reason given is that other interests call for more time than can be given the Brooklyn store, where Raleigh and Stearns wheels are carried. In a short time I. S. Bowdish, of the firm, will enter into a cycle repairing business with C. W. Ladd, locating somewhere in the city of churches across the river.

Elliott Burris, of Simplicity 47 fame, has shipped over two hundred pairs of tires to Europe. They are consigned to England and France to the foreign houses of the Burris American Tire Co. A large deal is also on at present here which, when consummated, will result in Simplicity 47 tires being fitted to all of one of the leading makes of machines. Details are not as yet ready for publication.

W. H. Webster, who manages the local agency for the Union bicycles, has hit upon a novel plan for the installment business. He argues that when a person rents a bicycle he pays 50 cents per hour for it as long as he retains it, sooner or later returning it and having nothing to show for his money. Mr. Webster will sell Unions and Crawfords in the future at 1½ cent per hour. It is a novel idea and will undoubtedly teach persons desiring a wheel something that they never thought of before.

W. C. Overman expects his brother Charles to pay him a visit this week. Charley has been spending some time in Atlantic City, and writes that the salt air and bathing have proven very beneficial to his health.

David Post and G. B. W. Hubbell, both of Hartford, have gone to France on a combined trip of business and pleasure. If the Americans continue to depart for Europe, the audience that watches Zim in his future match races will lead the champion to believe himself back home again.

The Lyndhurst seems to be winning as many races hereabouts as any of the others. With Royce, Blauvelt, Grosch, Monte Scott, and George Coffin mounted on them they more than hold their own in the Class A contests. McKee & Harrington, manufacturers of this celebrated machine, claim to feel the effect of so many wins on the wheel by increased trade.

Alexander Schwalbach, the man who has placed the Liberty where it stands today, busied himself last week on the following scheme: All wheelmen who ride much on Long Island, know that it is rather bad riding to a point beyond the end of the Eastern Parkway Drive. Well, Alex has arranged with the superintendent of the Brooklyn elevated road to run a special baggage car on certain trains during the day to accommodate the riders at an expense of 10 cents per wheel. By using this means of transportation one can be carried out to the sandpapered roads in the suburbs, and thus do away with so many miles of roughly paved streets.

Effie Ellsler, the actress, her husband, and light members of the company ride Cleveland wheels purchased recently of F. W. Ainsworth, the manager of the local branch of H. A. Lozier & Co. All are decidedly enthusiastic on the subject of cycling, but attribute the pleasure they find in it to the easy running quality of the wheel, etc.

Ainsworth has a peculiar habit into which he has fallen since becoming a Gothamite. When he is interested in anything he invariably, but absent-mindedly moves his hand to his shirt front, and then back. He does not know that he does it, but he does just the same. At times he imagines his diamond stud is still there.

The American Ormonde Co., at No. 10 Barclay street, are as busy with their bargains as they can be. They are selling last year's Raleighs, brand new, fitted with Dunlop tires for \$60. These wheels only weigh twenty-five pounds all on, and are exceptional bargains. Robt. B. Jones, of Ecuador, S. A., is in town, and says that in Guayaquait (his home) the sun is so hot at times during this season of the year that it actually cracks the half-mile bicycle track at that place. Mr. Jones is an ardent advocate of the Ormonde wheel, which he has introduced in his South American home.

George C. Smith's opinion of a bicycle ought to be worth something and for that reason he is quoted as follows: "This Union bicycle is the fourteenth make of machine that I have tried this season, and it is a bird. On the other wheels I could not get the speed which I can out of this one, and the result speaks for itself. I am winning nicely now, whereas, while mounted on the others, I could not ride fast enough to keep myself warm in summer."

### Stolen.

On July 18 from the Edison Hotel, Schenectady, N. Y., Phoenix bicycle, Model C, No. 15768, G. & J. smooth tires, Garford saddle, rubber pedals, folding coaster. Adjustment on head of machine loose; 1893 pattern machine. A reward will be paid for its recovery by Edward L. Kerste, 108 Wall street, Schenectady, N. Y.

A Columbia bicycle, Model 30, No. 5572, was stolen from the Y. M. C. A., Fifteenth and Chestnut street, Philadelphia, on Tuesday. L. W. Moore, 2011 North Ninth street, is the owner.



## LOUISVILLE TRADE.

LOUISVILLE, KY., July 30.—The fire in G. M. Allison & Co.'s cycle store has been a blessing to them instead of the reverse. They are now situated at 422 West Main street, in the same block as their former location. The new store is the largest agency store in the country, barring the branch house of the large manufacturers. The ground floor is 35 x 180 feet, and every foot of the space is favored with daylight. The front part of the store is used for displaying new wheels, the central part has the office, while the rear is used for repairing and storing of wheels for their bicycle livery. On the second floor they have a space of 35 x 100 feet, which they will use for storage purposes. The basement is 35 x 180 feet, with two rows of electric lights, which will make it the largest indoor riding school. In one end they have a large toilet-room for ladies, with all of the necessary comforts and conveniences. They handle Columbias, Hartfords, Ben-Hurs, and Hickory wheels.

Louisville has twenty-seven cycle stores, repair shops, and other lines of business carrying bicycles as a side line. Fourteen of these are exclusive cycle stores, selling bicycles and sundries only.

In the last trade letter from Louisville reference was made to price cutting by adding in free of charge sundries, etc. The description fitted three parties. Since then in discussing the question with the trade, your correspondent would state that the question is just this: Each agent claims to be keeping up prices, but that each one of his competitors is cutting prices right and left. They have no hesitancy in naming the competitors, but are unable to give any evidence to prove the assertion made, basing their claims upon the statements made by intending purchasers. A great many of the complaints come from the ignorance of the buyers. In looking at wheels they are unable to tell the difference between the '93 and '94 patterns, and when shown one wheel at one price, and then shown a wheel so near like the other at a smaller price, they go away thinking that they have been quoted a cut price on that wheel. They tell a friend of their thought, the friend tells some one else, and so the report travels.

R. C. Wayne is selling off the wheels of his manufacture, called the Southern. From the evidence shown he is selling more of these machines locally than any other wheel sold here.

The manufacturers of a first-class, high-grade bicycle can be put in correspondence with a firm in Louisville, with a good location, lots of capital and energy. They are now handling a wheel for which they are doing a great deal of advertising to push the sale of it, but are unable to get reasonable terms from the manufacturers.

## TRADE CHANGES.

WASHINGTON, D. C.—According to information received by the Bureau of American Republics, American bicycle manufacturers should find a large and profitable business in Brazil, where cycles are practically unknown. The bureau suggests that it will be easy, and not particularly expensive, to send out an agent with a consignment of good machines, to such places, for example, as Jacarehy. Report comes to the bureau that a cyclist who went there had his machine sent to him, and on taking his first ride created a genuine sensation, and received offers from hundreds of people who wanted to buy his bicycle on the spot.

BLOOMINGTON, ILL.—G. H. McCord, hardware, bicycles, etc., store burned. Loss \$5,000, insurance \$4,000.

TRAER, IOWA.—Hyde, hardware, bicycles, etc., store burned. Loss \$3,000, insurance \$900.

WASHINGTON, PA.—J. M. Morrow & Co., hardware, etc., sold out to D. D. Baker, who will handle bicycles, and desires correspondence with manufacturers, looking to accepting agency for one or more good wheels.

SHREVEPORT, LA.—J. S. Hutchinson, hardware, bicycles, etc., attachments made, aggregating claims to the amount of \$35,803.45.

NEWARK, N. J.—H. H. Thompson, rubber goods, removed to more commodious quarters, to 169 Market street.

ORANGE, ME.—Tolman & Grout, new firm, organized to manufacture bicycle chains.

WESTFIELD, MASS.—John Dupont has opened a bicycle repair shop. He invites correspondence with manufacturers of bicycle supplies.

NEW CASTLE, IND.—The Speeder Cycle Co., incorporated by Henry J. Adams, E. A. Reading, A. L. Bowman, J. W. Holloway and Daniel Monroe, to manufacture bicycles and the attachment for speeding invented by Dr. Jacob Reading. Capital stock \$30,000.

BRISTOL, R. I.—The National India Rubber Co., factory damaged by fire, fully insured.

BUTTE CITY, MONT.—Butte Cycle Co., certified to increase of capital stock \$1,000.

WARREN, OHIO.—The Paige Tube Co., report operations to full capacity in all departments on double time.

ROCKFORD, ILL.—Woodruff's hardware store, 318 West State street, opened bicycle repair department.

NEWTON, MASS.—The Newton Rubber Co. has resumed operations after a brief shut-down to make needful repairs and take account of stock. The company are retiring a number of their help for lack of work.

CHICAGO, ILL.—The Monarch Cycle Co., factory at Halsted and Lake street, partially burned, considerably damaging a large number of bicycles.

WORCESTER, MASS.—The Coes Wrench Co. are putting on the market an improved wrench, specially designed for bicyclists. A patent on the wrench has recently been obtained.

SPRINGFIELD, MASS.—The Tuttle Rubber Works, stock, tools, and machinery purchased by A. B. Jenkins, of Jenkins Bros., New York city, at public auction, the price paid being \$27,500.

WEATHERFORD, TEX.—R. W. Foat, hardware and implements, about to move into larger and more commodious quarters, and will take up bicycles if inducements are offered.

HAWLEY, MINN.—Rushfield, Southwell & Co., new hardware firm, invite correspondence with manufacturers of bicycles, bicycle supplies, and sporting goods, looking to the acceptance of the agency for these lines.

NEW SITE, ALA.—J. F. Hooker is establishing a handle factory, and invites correspondence from cycle manufacturers.

BEEBE, ARK.—Cole & Browning is establishing a handle factory, and invites correspondence with manufacturers of bicycles.

HOLYOKE, MASS.—F. H. McKee about to open a bicycle store.

HOUSTON, TEXAS.—J. R. Morris Sons, hardware, bicycles, etc., reported made deed of trust to George A. Race, giving preferences amounting to \$129,987.

EVERETT, MASS.—The Everett Cycle Co., which on July 4 was reported by Dun's

Commercial Agency as having placed on record a chattel mortgage for \$2,090, deny the accuracy of that report, and affirm that said mortgage was given in last January, and was discharged in April last.

## TOURIST TRAVEL TO COLORADO RESORTS

will set in early this year, and the GREAT ROCK ISLAND ROUTE has already ample and perfect arrangements to transport the many who will take in the lovely cool of Colorado's HIGH ALTITUDES. The track is perfect, and double over important Divisions. Train equipment the very best, and a solid Vestibuled Train called the BIG FIVE leaves Chicago daily at 10 p. m. and arrives second morning at Denver or Colorado Springs for breakfast.

Any Coupon Ticket Agent can give you rates, and further information will be cheerfully and quickly responded to by addressing

JNO. SEBASTIAN, General Passenger Agent, Chicago.

## THE STERLING'S HEAVYWEIGHT.

The Sterling Cycle Works, of Chicago, are proud of the fact that W. H. Van Allen, of Saginaw, Mich., rides one of their wheels. Mr. Van Allen weighs 248 pounds, and is six feet two inches tall. He rides a twenty-eight



W. H. VAN ALLEN.

pound Sterling, and the accompanying illustration shows him standing on the spokes of his front wheel. Spokes that will stand such a strain must be made of good material.



## WITH OUR Reduced List Prices,

From which we allow Liberal Discounts.  
Agents can meet any competition in America at the present time.

Reliable Goods 1500 Wheels in  
the Lot All Sizes Write us.

1893 Price. 1894 Price.

30 lb. Regis Scorchers (highest grade, thoroughly reliable).....	\$150	\$60
'93 30 lb. Scorchers Sylph (Received highest award World's Fair).....	150	75
'92 30-inch Pneumatic Crescent, '94 make.....	100	50
30-inch '93 No. 2 Escort, '94 make.....	100	50
'93 Rob Roy No. 4, 28-inch, Pneumatic.....	85	50
'93 Rob Roy No. 3, 28-inch, Cushion tires.....	70	35
'93 Rob Roy No. 1, 26-inch, Cushion tires.....	50	25
'93 Combination Junior No. 2, 24-inch, Pneumatic.....	50	25

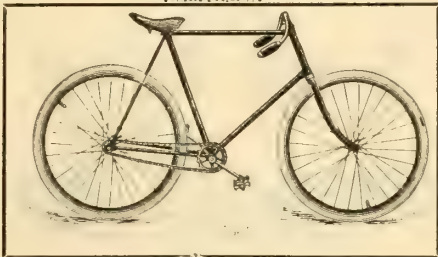
Remember, Discounts to dealers and agents from above prices.

**ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL., Manufacturers**  
of SYLPH and OVERLAND Cycles, also exclusive agents for '94 Western Wheel Works' Crescent Line for Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, and Oklahoma.  
Mention The Bearings



# Fast Time on a TRIBUNE.

Baltimore to Washington in three hours and four minutes, on a 21 pound TRIBUNE.



"Mr. Harry Park, of this city, rode from Baltimore to this city on a bicycle on Thursday last, in the remarkably short time of three hours and four minutes, including stops, over the Columbia road, via Laurel and Hyattsville. Mr. Park was accurately checked at Baltimore, Laurel, and Hyattsville. His time from Laurel to Washington was one hour 29 minutes, and from Hyattsville, 24 minutes. Considering the extreme heat this is considered by experienced wheelmen to be a great feat in long distance riding. Mr. Park rode a new Tribune wheel, Model B, sold by the Central Cycle Co., 413 Twelfth St., N. W., the sole agents of this make in this city."—*The Republic*, July 4, Washington, D.C.

Frank Graham wins the 21 mile road race at Evans City on a Model A Tribune.  
E. Transtall won time prize in the C. W. C. handicap road race at Cleveland, on a Model A Tribune.

Tribunes win all first prizes in the open races at New Bedford, Mass., July 4; also time prize in the 15 miles handicap. Taking eleven prizes at this meet.

Tribunes come in one, two, three, four order in the two mile handicap at Ashtabula, O. Lime King won both the junior championship and handicap races on a Tribune.

E. C. Johnson wins time prize in the 15 mile race at Randolph, N. Y., on a Model F Tribune.

The Cycloidal Sprocket will increase your speed ten per cent. If you don't believe it ask any Tribune rider.

SEND FOR CATALOGUE AND GET THE AGENCY.

THE BLACK MFG. CO., = = Erie, Pa.

Mention The Bearings

At the Toledo International Circuit Races, July 25 and 26,  
IN THE QUARTER MILE OPEN,  
THE HALF MILE OPEN,  
THE TWO MILE HANDICAP

*The Winner rode a "Triangle"*

Besides winning **FIRST** in **FIVE HEATS**, which means **Five Diamond Rings**.

**GOOD STUFF WILL TELL.**

The **PEERLESS MFG. CO.**, Cleveland, Ohio.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast.

THE SELTZER-KLAHR HDW. CO..

535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania and New Jersey.

MENTION THE BEARINGS



**Record of the Punctureless Tire Armor Co.**

The Punctureless Tire Armor Co., of Hagerstown, Md., has the following record:

January 8 to 13: The punctureless tire armor was first shown at the New York Cycle Show before 30,000 people in riding over steel wire nails, etc., and no punctures, after the audience and exhibitors doing their best to get one and down the device.

January 29 to February 3: exhibited at Philadelphia Show to 20,000 people, riding over about four hundred yards of the sharpest of steel wire nails and the worst of barbed-wire fencing under any rider, and no punctures.

June 1: No traveling man sent out, but over five hundred agents selling the armor in every state and territory of the Union and all say, "We can't puncture on the road." Five cranks say: "We drove 10-ounce carpet tacks into the tire and find that after riding on their heads for from two hundred

and ninety yards up to two miles, we can force them through in to the air tube." Their guarantee only stands for anything met in legitimate riding on the road, and not for a carpet tack and a hammer.

July 1: Hundreds of testimonials in hand that it has been ridden for three to eight months over all sorts of roads and obstructions without a puncture and no loss of resiliency, if the rider will pump his tire right.

July 15: One set of armor removed for examination after eight months hard usage over flints, thorns, nails, and cactus spines, and no punctures and looks as good as if only in a few days, showing no wear.

**NO OTHER OILER** Is "JUST AS GOOD" as the  
"PERFECT" POCKET OILER.



FULL SIZE. PRICE 25C EACH.  
NO OTHER OILER REGULATES THE SUPPLY OF OIL TO A DROP.  
NO OTHER OILER IS AS CLEAN AND TIGHT.  
NO OTHER OILER IS AS WELL MADE AND DURABLE.

CUSHMAN & DENISON, 172 9th Ave., New York.  
MENTION THE BEARINGS.

**"NEVER SLIP" BICYCLE TOE CLIP.**



Made from best  
Spring Steel...

Tempered or not to suit Purchaser.

Sent to any address on receipt of

35c.

Liberal Discount to Dealers.

**BRENNAN & CO.,**  
15 CUSTOM HOUSE ST.  
BOSTON, MASS.

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**ROCK-BOTTOM PRICES.**

**Temple Special,  
Halladay-Temple Scorchers.**

WRITE



**RALPH TEMPLE CYCLE WORKS.**

158 22D STREET, CHICAGO.

MENTION THE BEARINGS.

**THE JAMES**

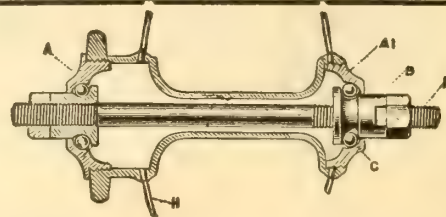
The injunction heretofore obtained by me restraining G. T. Robie trading as the James Cycle Importing Co. from reconstructing and remodeling the '93 James and selling it as the '94 James; also making James trade mark, was dissolved by Judge Horton, because I was not Mr. James himself. G. T. Robie can now remodel the '93 model and sell them to the public as '94 models. The genuine 1894 model James has the new patent hub as per cut shown above, and can only be supplied by me.

James 1893 Model, 24 and 26 inch frame, \$75.00.

James 1893 Model, 20 inch frame, \$70.00.

**JAMES CYCLE IMPORTING CO.**

Address all letters to JAMES BRIDGER 103 Adams St., Chicago.



MENTION THE BEARINGS.

**Only Truth can give  
True Reputation.....**

Why { The Success of METEOR CYCLES  
is beyond the most sanguine  
expectations of the

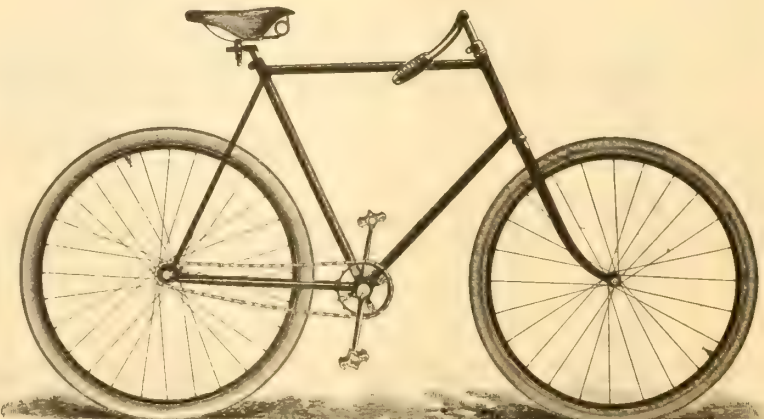
**Meteor Cycle Mfg. Co.,**

CHICAGO BRANCH:-  
37 Van Buren Street.  
C. K. ANDERSON, Mgr.

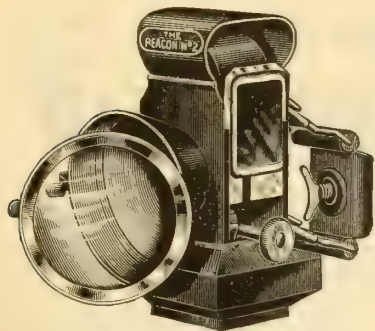
FACTORY:-  
Battle Creek, Mich.,  
U. S. A.

WRITE FOR CATALOGUE.

MENTION THE BEARINGS.







BEACON AND MIDGET.

# Bicycle Lamps

We are offering HIGH-CLASS Goods of American manufacture at fifty per cent better prices than you have ever had offered you.

DEALERS, SEND FOR SAMPLES  
OF OUR LINE

.....

## The Geo. Pearce Co.,

ROOM 34,

Factory, Indianapolis.

21 Park Row, NEW YORK.

Mention The Bearings.

...The...

# Elmore

It will please you  
and will sell  
on its merits.

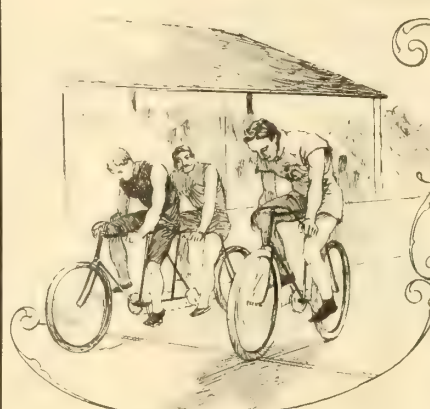


MADE BY

## Elmore Manufacturing Co.,

ELMORE, OHIO.

MENTION THE BEARINGS



Bliss can beat time  
records, but they can't  
beat the  
ENGRAVINGS  
produced by  
the

# BEHRING

## ENGRAVING CO.

318  
DEARBORN ST.  
CHICAGO.

Mention The Bearings

## THE POPULAR TIRE FOR '94.



# ACME BRAND PNEUMATIC TIRE...

The BEST, LIGHTEST, STRONGEST, and MOST DURABLE.

NOT HOW CHEAP,  
BUT HOW GOOD.

SEND FOR SAMPLE PAIR AND PRICES.

## CHICAGO TIP & TIRE CO.

152 and 154 Lake St., CHICAGO, ILL.

Western Selling Agents for BOSTON WOVEN HOSE & RUBBER CO.,  
ELASTIC TIP CO., SNELL CYCLE FITTINGS CO.

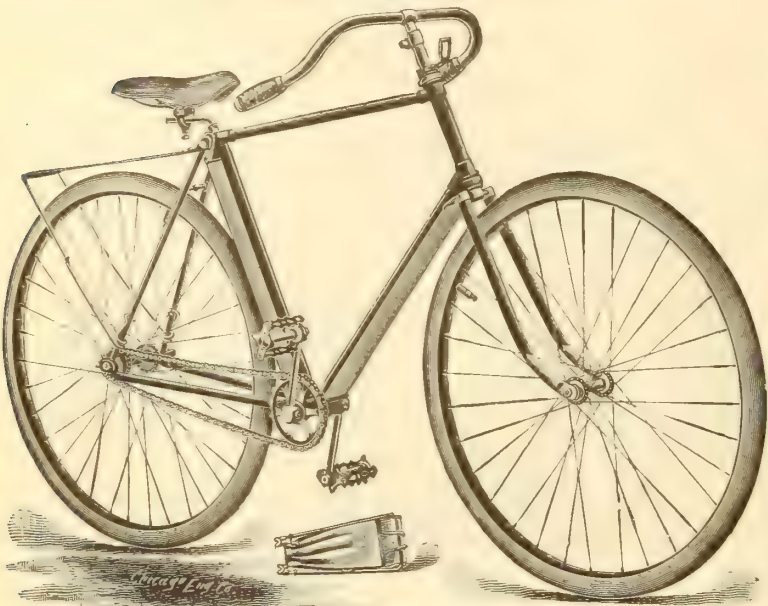
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...GRISWOLD'S...

# Folding Bicycle Mud Guard

Looks nice on the wheel. Made of the best material, and weighs less than 10 ounces.



MANUFACTURERS, it will pay you to adopt it.  
DEALERS, it will pay you to carry it in stock.  
RIDERS, it will pay you to use it. Ask your dealer for it.

Descriptive Circular, Terms, and Discounts  
furnished the Trade on application.

PRICE \$2.50

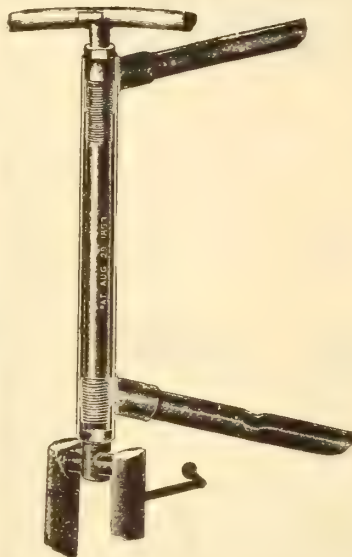
**M. E. GRISWOLD CO.,**  
WASHINGTON HEIGHTS, ILL.

MENTION THE BEARINGS

CULLMAN'S

# PATENT STEERING HEAD

Easier to adjust than  
any Head yet produced.



No Cones to Break.

No Balls to lose.



Saves weight, yet is stronger  
and costs less.



WORKS TO PERFECTION.



Dealers supplied with any  
quantity or licenses to manu-  
facture will be granted.

CORRESPONDENCE SOLICITED.

CULLMAN WHEEL CO.,

544 Larabee Street,

CHICAGO.

MENTION THE BEARINGS.

## THE "ERIE"

In every part and particular  
the finest Bicycle ever  
produced.

More expensive and higher  
grade material, and more ex-  
pensive and more skillful  
workmanship is embodied in  
the ERIE, than has ever be-  
fore been employed in the  
construction of any other  
cycles. . . . .

DEALERS: : : : :

write us for description and  
discounts. We have some  
that we know will interest you.

**Queen City Cycle Co.,**  
550 Main St., BUFFALO, N. Y.

MENTION THE BEARINGS

## Bearings Bicycle TOUR.

A three month's tour through  
Italy, France, and England has  
been arranged by THE BEAR-  
INGS PUB. CO. The tour  
will start about the middle of  
next February, under the di-  
rection of Monsieur Eugene  
Fay, an experienced courier.  
Only the best lines of travel  
and best hotels will be patro-  
nized. For particulars ad-  
dress,

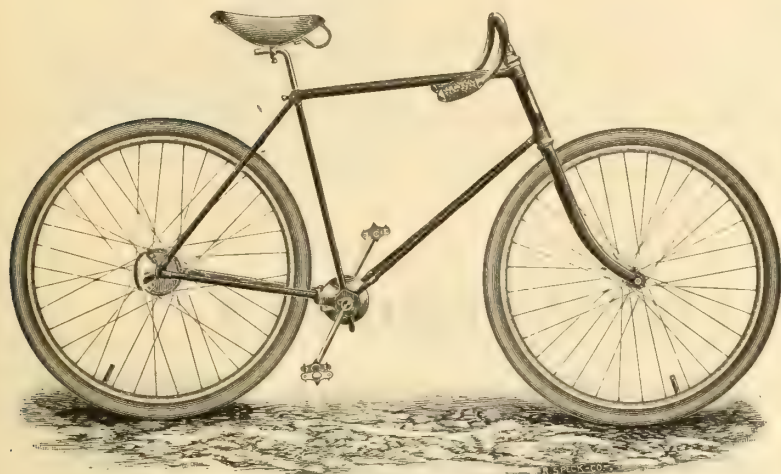
**Bearings Publishing Co.,**

46-48 Van Buren St., CHICAGO.



# AT LAST 'T WAS DONE,

THE GREATEST INVENTION  
UNDER THE SUN,



THE FLYING MACHINE  
OF TODAY IS

## THE LEAGUE CHAINLESS SAFETY

It is "coldpizen" to makers of the clothes-destroying chain!  
It is the cleanest, smoothest, and neatest in the world!  
It is the greatest improvement of all. See and judge for yourself.

Made for Ladies and Gentlemen.

THE LEAGUE CYCLE CO., Hartford, Conn.

Mention The Bearings

They Take the Lead.



## LOVELL Diamond Cycles

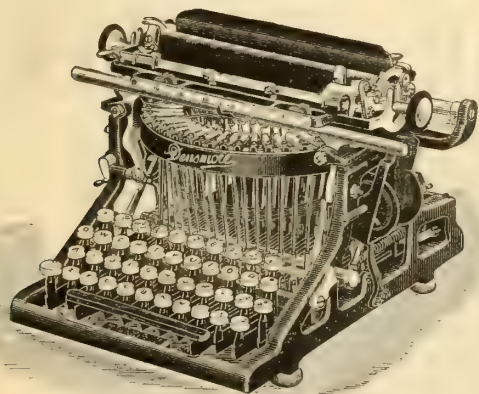
Up to date and ahead of all others in improve-  
ments, weight, design, finish, and ease of running  
—all the leading points.

John P. Lovell Arms Co.

Manufacturers, Boston, Mass., U. S. A.

AGENTS WANTED.  
CATALOGUE FREE.

Mention The Bearings.



Safety

VS.

Ordinary.

Of course you are not riding the old  
ordinary yet, but the chances are you  
are using a cumbrous old type-  
writer, which is very "ordinary" in-  
deed, when compared with the '94  
model DENSMORE.

## The '94 Model Densmore

is the only up-to-date typewriter.  
You don't have to be an expert to  
make it go, or a mechanic to keep it  
going. It's easy as lying. You are  
sure to think of pneumatics when you  
try the delightful soft touch of the '94  
model Densmore. Why use a "bone-  
shaker" typewriter when the best  
costs no more.

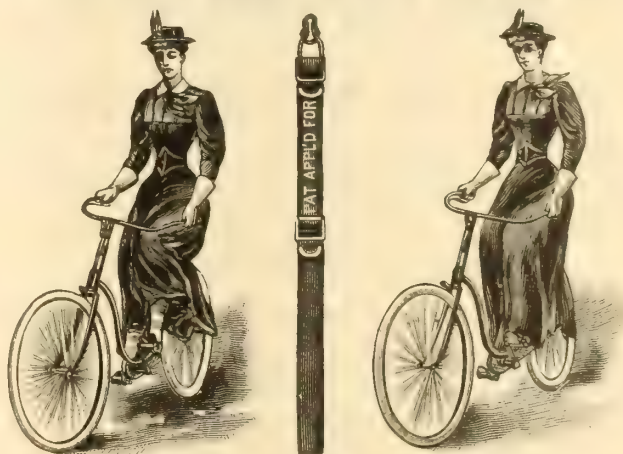
Densmore Typewriter Co.,

156 Adams St., CHICAGO.

1659 Champa St., DENVER.

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## LADIES! KEEP YOUR SKIRTS DOWN



This you can do most effectively by using

## HOPPS- BRADDOCK BICYCLE SKIRT HOLDER.

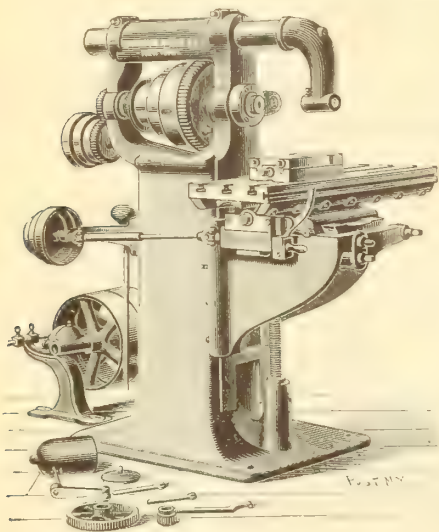
If your dealer doesn't carry them, send us postal note or express money  
order for 25c. (stamps not taken), and we will send you a pair by  
return mail, post-paid.

BRADDOCK HOSE SUPPORTER CO.

Mention The Bearings

358-366 Dearborn Street, CHICAGO.





NEW No. 15 MILLING MACHINE.

# WE BUILD

## 18 Styles 27 Sizes

...OF...

# Milling Machines

Embodying the most advanced ideas and adapted to every variety of modern

TOOL and MACHINE WORK.

Immediate Delivery. Can usually be made of any style or size.

MACHINE TOOLS  
OF ALL KINDS IN STOCK.

Write for Our 1894 Illustrated and Descriptive Catalogue.

# The Garvin Machine Co.

LAIGHT AND CANAL STS., NEW YORK.

Also No. 51 N. 7th St., PHILADELPHIA, PA.

Mention The Bearings

# BICYCLES FREE

100 PRIZES GIVEN AWAY OCT. 1.

Bicycles, Saddles, Lamps, Shoes, Sweaters, Cyclometers, Mudguards, etc.

Ask your dealer for MAXWELL'S HIGH GRADE SPECIALTIES and receive with each purchase a ticket that may secure for you a handsome prize.

...INSIST ON HAVING THEM...

Don't let anyone convince you that there are others just as good.

## MAXWELL'S HIGH GRADE

Imported English Bicycle Grapholine .....25c.  
Imported Chinese White Graphite .....25c.  
Automatic Chain Oiler, weight 43 grs. ....50c.  
Repair Outfit for any tire .....50c.

Stainless Chain Lubricant.....25c.	Anti-Thirst Tablets.....25c.
Stainless Bicycle Oil.....25c.	Bicycle Polish.....25c.
Hard Bicycle Enamel.....25c.	Anti-Rust.....25c.
Condensed Illuminant.....25c.	Rim Varnish.....25c.
Frozen Sperm.....20c.	Muscle Tonic.....25c.

THE FINEST AND BEST THAT MONEY CAN BUY.

If your dealer does not keep them I will send them to you with a ticket on receipt of price.

G. S. MAXWELL, Mfr.,

Agents Wanted.

LOUISVILLE, KY.

MENTION THE BEARINGS

# Is Your Bike Worth \$2?

Suppose it is stolen—what protection have you? None of course! For \$2.00 the first year, and \$1.00 a year afterward, we insure your wheel against loss by theft, and should it be stolen, we'll give you another one exactly like it in its place.

## The Wheelmen's Protective Co.,

General Offices, HAVEMEYER BUILDING,  
Cortlandt and Church Sts. NEW YORK.

REGISTRATION  
FEE, \$1.00.

ANNUAL  
DUES, \$1.00.

Write for Particulars...

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# THE CZAR SCORCHER



Weight, with Light Road Tires, 25 lbs. Net.

A Strictly High Grade Wheel, Weight 22 to 27 lbs. Price, \$125.

A Strictly High Grade Ladies' Wheel, Weight 26 lbs. Price, \$115.

In the Cedarburg-Milwaukee Road Race, Tracy Holmes, on a 22 1/4 lb. Czar finished in third position, and made fourth time.

Our wheels are fully guaranteed to be perfect in material, workmanship, and construction. AGENTS WANTED. Write us for territory.

E. B. PRESTON & CO., Mfrs.,

403-417 Fifth Ave., CHICAGO.

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**THE BEARINGS**  
CYCLING AUTHORITY AMERICA

Has your saddle leather stretched during the present season beyond recognition? If so, it is not a

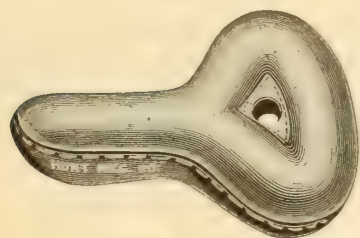
## HUNT SPECIAL TOP,

found only on

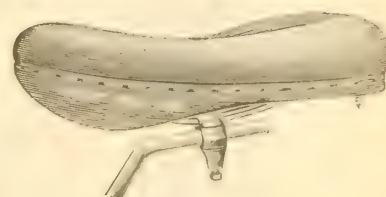
## HUNT SADDLES,

ever increasing in popularity.

HUNT MFG. CO., - WESTBORO, MASS.



TOP VIEW.



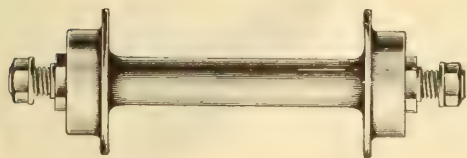
SIDE VIEW.

SALES AGENTS FOR THE UNITED STATES **ROGER B. McMULLEN & CO.**  
CHICAGO, ILL., AND SPRINGFIELD, MASS.

Mention The Bearings

New York Depot: JOHN S. LENG'S SON & CO., 4 Fletcher Street, New York City.

## HUBS, SPOKES, NIPPLES, RIMS, and FINISHED WHEELS



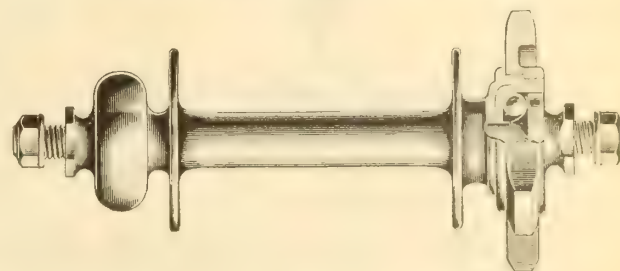
HIGH GRADE HUBS

Latest Model.

20oz. Per Pair.

Large and small manufacturers  
and Dealers supplied.

WRITE FOR PRICES.



**I. A. WESTON & CO.,** JAMESVILLE N. Y.  
MENTION THE BEARINGS

"He who brings the buyer and the seller together in honest trade does good to both."—Cobden.

THOS. WALLS, President.

T. P. WALLS, Treasurer.

JOHN J. WALLS, Secretary.

## THE WEST SIDE AUCTION HOUSE CO.,

(INCORPORATED.)

Telephone No. West 592.

209 and 211 West Madison Street, CHICAGO.

We will hold a Sale on Saturday, August 4th, at 2 p. m. of a large assortment of High Grade Bicycles in Men's, Ladies', Boys', and Girls', and at 3 p. m. we sell for a special account 129 High Grade 1894 Bicycles in one lot. Sale without reserve.

CONSIGNMENTS SOLICITED.

MENTION THE BEARINGS

Reference by permission to the Hide and Leather National Bank, Chicago.

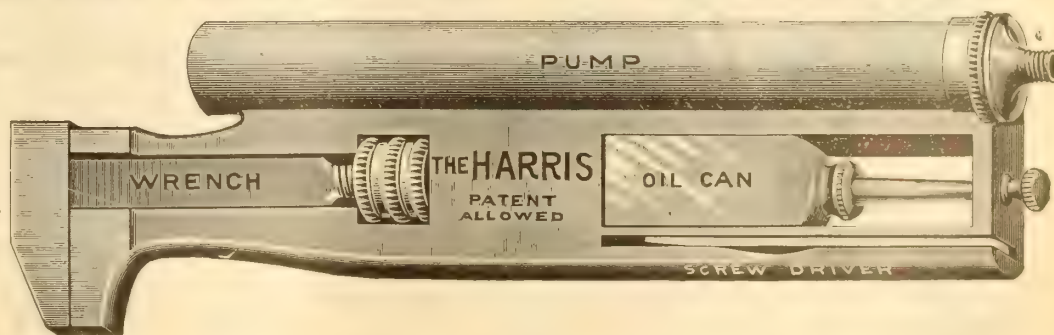
## HARRIS COMBINATION WRENCH.

WRENCH, OIL-CAN, SCREWDRIVER,  
and PUMP all combined in one.

Made of drop-forged steel, case hardened.  
Weight 10 ounces, or 3 ounces less than all other  
tools separate.

FOR SALE BY ALL DEALERS.

Electrotype for catalogues on application.



**HARRIS MANUFACTURING Co.,** - - 381 Main Street, Buffalo, N. Y.  
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# "PUNCTURELESS ARMOR" IS THE BEST.

## 12 REASONS WHY.

## From Data on hand.

- 1st. It is covered in various forms by three patents.
- 2d. All others are poor imitations in some form.
- 3d. It was the first put on the market in AMERICA.
- 4th. The only one tested before 30,000 people in a public show.
- 5th. Over brad-awls, wire nails, and barbed wire fencing.
- 6th. The lightest of all—for it weighs but 3 ounces.

- 7th. The thinnest and strongest of all.
- 8th. The only one guaranteed or money refunded.
- 9th. The cheapest of all for any one can put it in a tire.
- 10th. About 600 agents selling it and doing well.
- 11th. About 7,000 sets in daily use and giving satisfaction.
- 12th. No one can afford to ride daily without it.



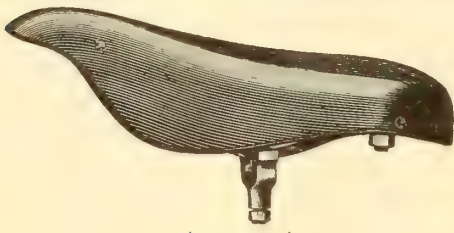
MORE AGENTS WANTED.

Circulars and terms sent.

Made only by . . .

PUNCTURELESS TIRE ARMOR CO., Hagerstown, Md.

Mention The Bearings



(PATENTED.)

\$6.00.

LIBERAL DISCOUNTS to the TRADE.

Write for Descriptive Circular.

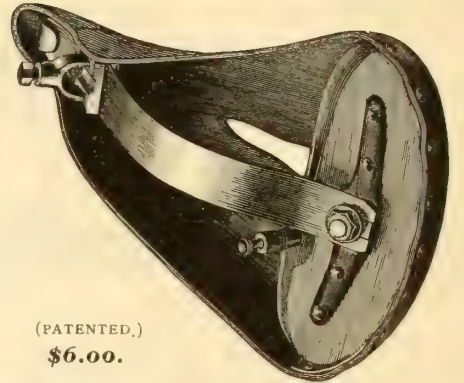
The Principle involved in this saddle is the placing the pneumatic cushion JUST WHERE IT IS NEEDED (at the base of the saddle), making spinal injury and sagging impossible.

Made in several styles for Ladies and Gentlemen.

"TAKE A MINUTE" and read this, it will surely interest you.

## RICHMOND'S PATENT PNEUMATIC SADDLE

as light as the ordinary leather saddle, and in appearance precisely the same. It does away with the unwieldy, awkward appearance and extra weight of the ordinary pneumatic saddle. Pneumatic saddles of the past have been wrong in principle. In every one of them the air has been confined in a continuous tube reaching completely around the saddle so that when riding, the rider's weight at the base of the saddle would drive the confined air to the horn of the saddle, causing the base of the saddle, where the rider is sitting, to sag, and making chafing of the legs unavoidable.



(PATENTED.)

\$6.00.

Made by L. L. RICHMOND MFG. CO., Meadville, Pa.

MENTION THE BEARINGS

## HOT WORK

fussing over punctured tires in summer. Get a tire that's hard to puncture, and easy to repair, then you can have pleasure unalloyed.

## WHIPPET IMPROVED (cemented to rim)

is hard to puncture because the cover compound used is just right and makes the cover tough, and yet flexible. The tube is lapped, instead of endless, hence a puncture is easy to get at.

Whether you want a tire for road or race, spare yourself needless annoyance. Ride the Whippet and

## KEEP COOL

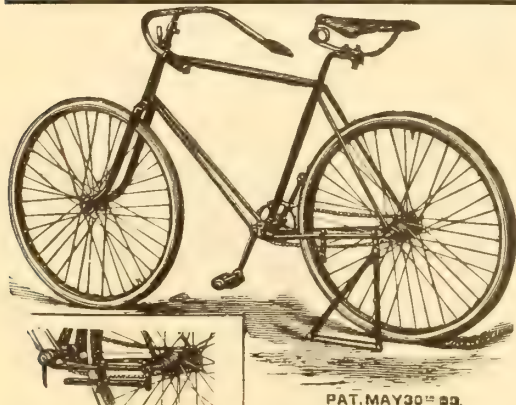


# NEW YORK BELTING & PACKING CO. LTD

PIONEERS AND LEADERS.

MENTION THE BEARINGS

15 PARK ROW, NEW YORK.



PAT. MAY 30 1900

Whipple's Portable Safety Stand

Always where you want it.—Viz: On your wheel.  
Weight, 10 to 14ozs. Price, \$1.00.

## Retail Dealers

Remember, that by portable we do not mean simply that it isn't fastened to the wall or floor but that it attaches to the wheel, and when not in use folds up under rear fork (all done with foot), is out of the way and is guaranteed not to rattle or fall and fits any style or make of wheel. Being attached to your machine, you never need hunt for a place to lean it—and notice the shape—being triangular it is strong but light, and having a long base is as effective on the ground as on the floor. In short it holds your wheel upright and securely anywhere, saves the nickel on your handle bars, and your patience in many places. We do not sell to jobbers, but protect our dealers and give exclusive territory and a liberal discount.

Drop us a card for prices and territory.

.....

## C. J. WHIPPLE,

4533 Champlain Avenue, CHICAGO.

C. J. ROOT, Bristol, Conn., Licensed Mfrg.

MENTION THE BEARINGS



STAB

## Hoffman Tire Protectors

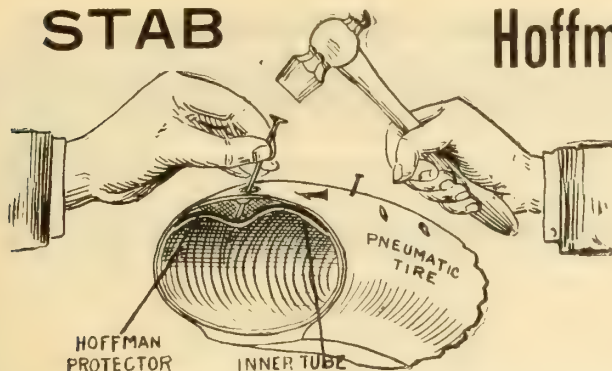
AND CHOP

HAVE

### SET A PACE

which is keeping up with tremendous results against punctures.

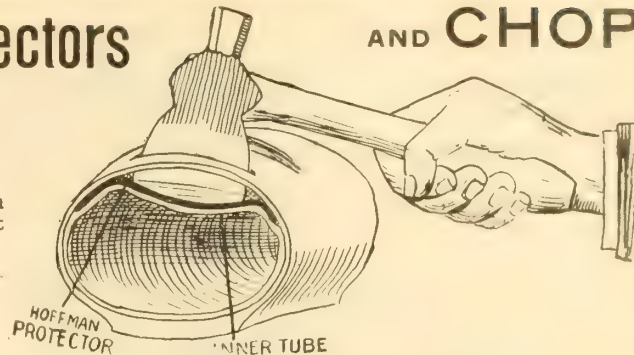
From ocean to ocean testimonials are coming in reciting their praises.



HOFFMAN PROTECTOR

INNER TUBE

PNEUMATIC TIRE



HOFFMAN PROTECTOR

INNER TUBE

PRICE \$5.00 PER SET.

Insert a pair in your tires, and get away forever from puncturing your air tubes. They fit any tire but a hose pipe style. Go inside. Soft, but strong as steel.

Send for Catalogue and Mention The Bearings

PITTSBURG TIRE PROTECTOR CO., PITTSBURGH, PA.

## ARE THEY FORGERS?

Yes, indeed. No doubt of it.  
The very best of

# DROP FORGERS

Making every kind of ALUMINUM, BRONZE, COPPER, IRON, and STEEL. Bicycle Forgings from



Shall we send you samples, or will you send us models? Which? Let us hear.

J. H. WILLIAMS & CO., of Brooklyn, N.Y.

MENTION THE BEARINGS.

See

That tag?



That is just the size of it. You put it on your wheel, we do the rest. We either find your stolen wheel or give you another just like it for the small sum of \$2 the first year, and \$1 a year thereafter. Write for full particulars. Agents wanted in every city and town in the U. S. Apply at once.

WHEELMEN'S REGISTRATION CO.  
(Incorporated)

Mention  
The Bearings

18 Boylston Bldg., Boston, Mass.

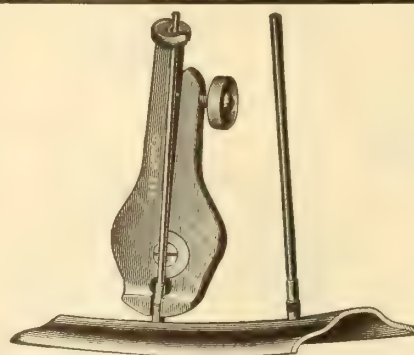
## Sure Grip.

FITS EVERY NIPPLE.

Does not wear off the corners. Saves time. Patent allowed.

The PERFECT NIPPLE GRIP.

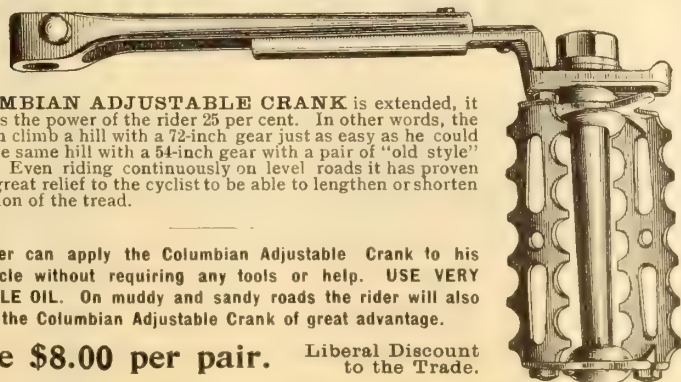
Are you a practical wheelman?  
This tool will interest you.



It fills a long-felt want for wheelmen and repairers. The best tool for truing up your wheels. The Grip jaws open automatically by means of a spring. Write for Circulars and prices.

THE DUDLEY & MEUNIER MFG. CO.,  
272 West Water St., MILWAUKEE, WIS.

## The Columbian Adjustable Crank



COLUMBIAN ADJUSTABLE CRANK is extended, it increases the power of the rider 25 per cent. In other words, the rider can climb a hill with a 72-inch gear just as easy as he could climb the same hill with a 54-inch gear with a pair of "old style" cranks; Even riding continuously on level roads it has proven to be a great relief to the cyclist to be able to lengthen or shorten the motion of the tread.

Any rider can apply the Columbian Adjustable Crank to his Bicycle without requiring any tools or help. USE VERY LITTLE OIL. On muddy and sandy roads the rider will also find the Columbian Adjustable Crank of great advantage.

Price \$8.00 per pair. Liberal Discount to the Trade.

BREDDER-ALLEN CYCLE MFG. CO.,

MENTION THE BEARINGS.

PATERSON, N. J.

## GOOD ROADS TOURNAMENT.....

National Circuit.

ASBURY PARK, N. J., Aug. 30, 31, and Sept. 1.

TO BE GIVEN ANNUALLY.

Promoted by "THE AMERICAN WHEELMAN," 23 Park Row, New York.

ENTIRE PROFITS FOR ROAD IMPROVEMENT CRUSADE.

AN ATTRACTIVE PROGRAMME OF CLASS A AND B EVENTS.

For Entry Blanks address W. M. Perrett, care "American Wheelman," 23 Park Row, New York.



EDWIN OLIVER, GEN'L EASTERN AGENT.

## Roger B. McMullen & Co.

Main Office, 64 to 70 Ohio St., CHICAGO, ILL.

Eastern Office, EVANS HOUSE, SPRINGFIELD, MASS.

General U. S. Sale Agents for the

Union Drop Forge Co. Chicago.	Indianapolis Chain & Stamping Co. Indianapolis, Ind.	Hunt Mfg Co Westboro, Mass
Garford Mfg. Co. Elyria, Ohio.	C. J. Smith & Sons Co. Milwaukee, Wis.	Snell Cycle Fittings Co. Toledo, Ohio.

Seamless Steel Tubing, Cold Rolled Steel and Cycle Manufacturers' Supplies.

MENTION THE BEARINGS

## For One Cent

invested in a postal card,

## Any Dealer Can Get,

for the asking, our complete catalogue and low prices on

## Rims, Spokes, Nipples, Balls, Hubs

etc., for building and repairing, also a sample, free, of our ANDERSON'S RUBBER CEMENT, the best made.

ANDERSON CYCLE & MFG. CO.,

MENTION THE BEARINGS

DETROIT, MICH.

## THE MUELLER BICYCLE STAND

It is movable or stationary, and will support either front or back wheel.

It is adjustable, and can be used with any safety bicycle.

It is made of the best wrought iron, and weighs only 3½ pounds.

It supports the machine in such a manner that it does not scratch the enameling or plating.

Enameled Stand, each - \$1.00

Nickel-plated Stand, each, 1.50

FOR SALE BY THE TRADE.

H. MUELLER MFG. CO.

DECATUR, ILL.

Correspondence solicited from the trade, and will send electros on application.

Mention The Bearings



## The Buffalo Trouser Guard

The BEST, LIGHTEST, and MOST PRACTICAL.

Made of the Best Tempered Spring Steel.

Will not bind on the ankle or rust trousers.

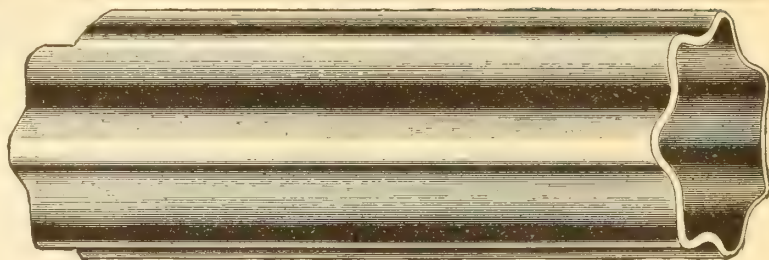
Send for sample pair by mail, 15 cents. Write for discount. Sold by all dealers in Bicycles and Sundries.



PATENT APPLIED FOR.

BUFFALO TROUSER GUARD CO., - Buffalo, N. Y.

MENTION THE BEARINGS



COLD-DRAWN, SEAMLESS, STEEL, CORRUGATED

**TUBING**  
FOR BICYCLES.

Lighter and Stronger than the Ordinary Round. Send for Price List and Samples to

THE H. W. SMITH CORRUGATED TUBE CO.,

69 Broad Street, BOSTON, MASS.

Mention The Bearings.

## WANTED 1,000 BICYCLES

ADDRESS IMMEDIATELY WITH FULL

PARTICULARS

L. C. JANDORF,

125TH STREET, NEW YORK.

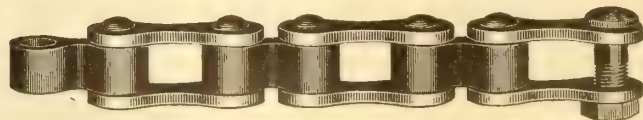
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## ...CYCLE CHAINS...

HIGHEST GRADE.



ROGER B. MCMULLEN & CO., CHICAGO.

General U. S. Sales Agents.

JOHN S. LENG'S SON & CO.,

No. 4 Fletcher St., N. Y. City—New York Depot.

INDIANAPOLIS CHAIN & STAMPING CO.

Largest Factory in the World.  
Mention the Bearings.

126-128-130 W. Maryland St., Indianapolis, Ind.



# The WINDSOR HOTEL...

## THE LEAGUE HOTEL.

One of the most elegant  
and comfortable hotels  
in the country.

### DENVER, COLO.

Largest and handsomest dining rooms in the state. SERVICE AND CUISINE SECOND TO NONE. Nearest first-class hotel to wheelmen's headquarters. The finest Turkish Baths in the West, and the only ones in the city, are in connection with hotel.

RATES FOR WHEELMEN, \$2.00 to \$3.50 PER DAY.

...AMERICAN PLAN...

Send for Illustrated Book.

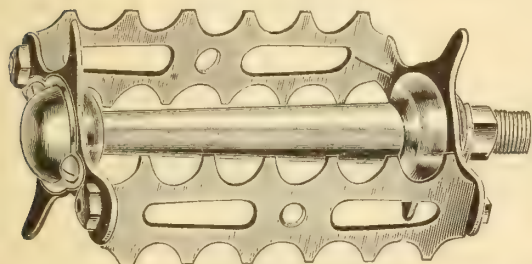
C. M. HILL, Manager.

(Late of Chicago.)

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# The NIAGARA PEDAL

Is now Manufactured ONLY in the



Niagara Cycle  
Fittings Co.'s  
New Plant.

◆◆◆

41,000 Pairs sold in 1893, and not a pair returned. Capacity for 1894, 500 Pairs per day.

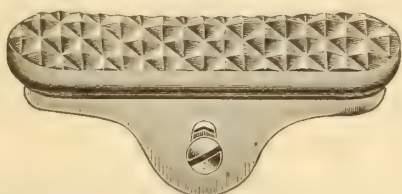
No old tools to patch up, and no old stock to work off.

Mention Bearings.

198 and 200 Terrace, BUFFALO, N. Y.

# THE CURTIS ADJUSTABLE PEDAL RUBBER

Thousands  
of them  
Sold  
Already.



One of the  
Nicest  
things ever  
Invented.

\$1.50

Per Set of four, with screws to hold them on with. Sent post-paid on receipt of price.

Will fit any rat-trap pedal with straight plate.

The Reed & Curtis Machine Screw Co.

Mention The Bearings

WORCESTER, MASS.

## Have Your Ads. Illustrated

....BY THE....

Garden City  
Electrotype Foundry,

167 Adams St., CHICAGO.

Manufacturers of Cuts by every process. Original  
designers and electrotypers.

The "HUM-DOO."

Half-Tone and Color Work Specialties.

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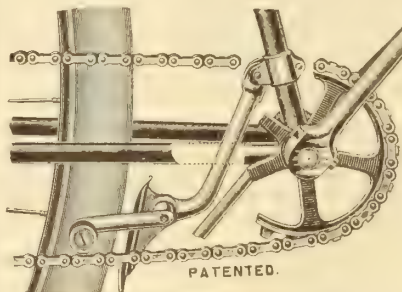


9 - 7/16"  
BALLS

POINTS  
OF  
CONTACT

TIRED - ARE YOU? THAT'S THE WHEEL YOU ARE RIDING HAS TOO MANY POINTS OF FRICTION. FOLLOW THIS A SIMPLE COMPARISON IN FACTS & FIGURES. THEN THINK. THE FALCON BEARING HAS 9 BALLS 7/16 INCH. EACH BALL HAS 5 POINTS OF CONTACT. 9 BALLS 5 POINTS EACH - 45 POINTS. YOUR WHEEL HAS - 15 BALLS 1/4 INCH. 15 BALLS 5 POINTS - EACH - 75 POINTS. HENCE GAIN 30 POINTS IN FALCON BEARING. A CONTACT OF ANY SPHERE IS A POINT. POINTS MEAN FRICTION. THAT'S WHY YOU HAVE THAT TIRED FEELING. WRITE - MANUFACTURING - THE

YOST MANUFACTURING CO.  
15-1/4 INCH BALLS  
YOSTS STATION TOLEDO OHIO  
Mention The Bearings.



## NO RIDER

can afford to go without this brake.

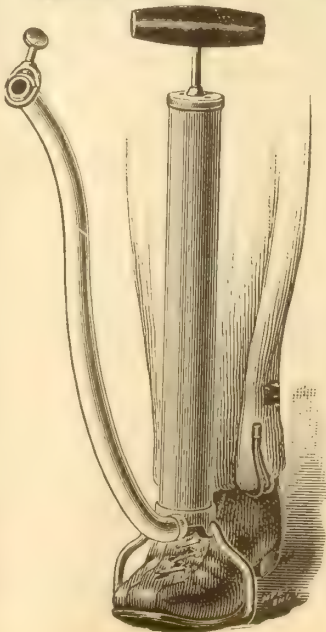
COMFORT, ECONOMY, SAFETY  
ALL DEMAND IT.

It is Automatic and as quick in action as  
as thought itself.

BAILEY MANUFACTURING CO.

207 S. Canal St., CHICAGO.

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## THE FIRST and THE BEST

Do not allow your orders for

## HEATH BALL VALVE PUMP

### And UNIVERSAL COUPLING

to be filled with infringing imitations. If your wholesaler can not or will not fill your orders with our pump (he certainly can buy them from us), we will, and at a price that will interest you.

Remember, we repair or replace any broken pump of our make, if sent to us, free of charge.

RETAIL PRICE, \$2.

Dealers send for revised wholesale prices.

S. F. Heath Cycle Co.

MINNEAPOLIS, MINN.

THE ELASTIC TIP CO. are New England Agents  
Boston, Mass. Mention the Bearings



# READING SAFETY BICYCLES.

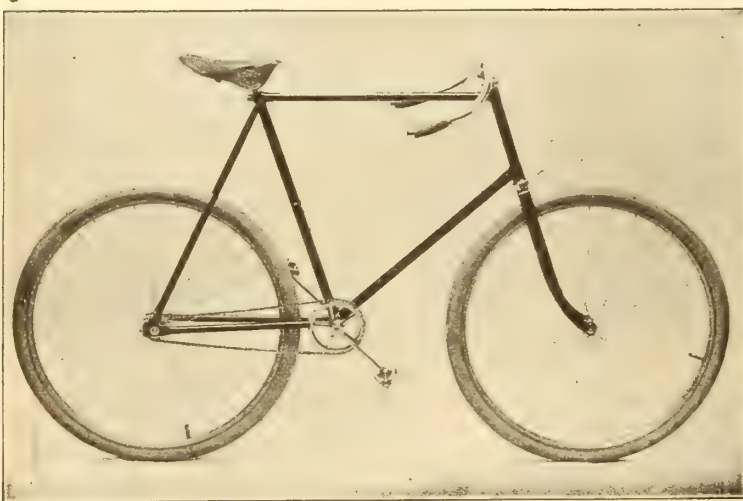
None higher in quality. None easier running. Light. Handsome. Durable. The Agents' Leader. The Riders' Favorite . . . . .

**W. H. WILHELM & CO., Mfrs.**

READING, PA.

PACKER CYCLE CO., READING, Pa., State Agents for  
PENNSYLVANIA and DELAWARE.

Mention The Bearings.



## FENTON WHEELS

ARE

Unquestionably high grade.  
Made of the finest materials.  
Beautiful in design.  
Light running.

HAVE

The Fenton Adjustable Handle-Bar.  
Built-up Wood Rims.  
Southard's Cranks.  
Perry's Chains.

WILL

Challenge comparison.

Sell on their merits.

RELIABLE AGENTS WANTED.

CORRESPONDENCE WITH DEALERS SOLICITED.

**Fenton Metallic Mfg. Co.**

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JAMESTOWN, N. Y.

## THIS LUBRICANT IS FREE FROM OIL

Does not clog the chain, takes less dust than any other.  
The cleanest, cheapest, and most perfect chain lubricant  
on the market. Put up in three sizes.

DICKENS "DOUBLE-ACTING" PUMP, FEATHERWEIGHT BELL, AND  
O. K. CORK HANDLES, Etc.

**F. C. AMES & CO., 335 Broadway, New York.**

Mention The Bearings



**WANTED**—One to twenty second-hand or old style  
Pneumatic Tire Bicycles. Must be cheap.

F. P. LEE CYCLE Co.,  
St. Joseph, Mo.

**FOR SALE**—Or exchange, Columbia Model 39.

J. F. ALDRICH,  
Oneida, N. Y.

**STOLEN**—Cleveland Model 6, No. 104, black saddle  
and black enamel finish, upright handle bars, and  
cap off of hind wheel valve.

H. R. SMITH,  
Cap. W. C. C.

**RALEIGH MODEL A**—Dunlop tires. Will sell  
or trade. Never taken from crate. Best offer over  
\$110 takes it.

PERRY D. GATH & Co.,  
Zanesville, O.

ARE YOU TRYING TO

**Prevent Tarnish**

+ + + + + OR RUST ON YOUR FINE METAL GOODS?

SEND FOR OUR  
SPECIAL CATALOGUE OF + **CELLULOID LACQUERS**

THE HANSON & VAN WINKLE CO.,

CHICAGO

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**JULIUS ANDRAE, 225 W. Water St., MILWAUKEE, WIS.**

SOLE AGENTS IN THE NORTHWEST FOR

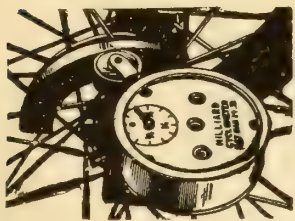
**THE CRAWFORD LINE**

CRAWFORD MFG. CO. HAGERSTOWN, MD.

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HILLIARD No. 1.



Registers 1000 miles and repeats.

**\$5.50.**

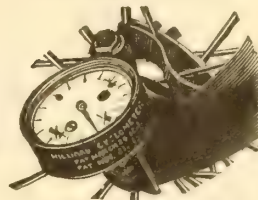
## NOTICE.

Yes the Hilliard Cyclometers are reduced in prices but not in QUALITY, ACCURACY, or DURABILITY.

**HILLIARD CYCLOMETER CO.,**

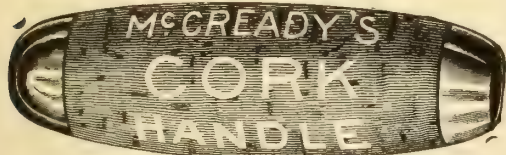
1132-34 N. 40th St., Philadelphia, Pa.

HILLIARD No. 2.



Registers 100 miles.  
Can be set to zero.

**\$3.50.**



The VERY BEST in the Market.

BEING on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. A, or 1st quality, 50 cents; B, or 2d quality, 40 cents per pair, postpaid. Be sure to give correct size of hole wanted. Special discounts to manufacturers and dealers.

**THE R. W. MCCREADY CORK CO.,**

43, 45, 47 Illinois St., CHICAGO.

MENTION THE BEARINGS

**CYCLISTS, OARSMEN, BALLPLAYERS,  
and ATHLETES generally, use**

**ANTI-STIFF**

*To Strengthen the Muscles.*



It has a particularly Warming, Comforting and Stimulating effect on all **Weak or Stiff** Muscles; quick in action; clean and pleasant in use.

For Sale by Druggists and Dealers in Sporting Goods.

**E. FOUGERA & CO.,** Sole Agents,

26-30 N. William Street, N. Y.

**PHIL. WINTER'S**

**Restaurant and Cake Bakery**

269 STATE ST., NEAR VAN BUREN.

The noonday rendezvous of Chicago cyclists.

**PAUL BRAUER, Propr. and Mangr.**

Mention The Bearings.

**SECOND-HAND  
BICYCLES**

BOUGHT, SOLD, AND EXCHANGED.  
LARGEST STOCK IN CHICAGO.

**PNEUMATICS.**—Road King, \$30; Sterner, \$35; ladies' Peerless \$30; ladies' Stover, \$35; ladies' Rambler, \$37.50; ladies' Monarch, \$40; Imperial, \$40; Kenwood, \$40; Singer, \$40; Overstone, \$40; Serbridge, \$40; Weiss special, \$42.50; Quadrant, \$45; Ariel, \$50; Sterling (new), \$50; Stalwart (23 lbs.), \$55; Imperial, \$60. Singer tandem.

**CUSHION TIRES.**—Boys', \$8.50; Crescent, \$15; Singer, \$17.50; Credenda, \$20; Rush, \$20; Cyclone, \$20; ladies' Union, \$22.50; ladies' Rambler, \$25; Columbia, \$25; Quadrant, \$25; Diamond, \$25; Empire, \$25. 100 other bargains. Fine ordinaries, \$10. New 27 pound '94 Gents', \$50. New 28 pound ladies, a beauty, \$50. Our wheels sell themselves.

Write for particulars.  
**MEAD & PRENTISS,** 188 Monroe St., CHICAGO.

**Howard A. Smith Company,**

(INCORPORATED).

NEWARK, N. J.



**Bicycles and  
Sundries**

*Acknowledged Headquarters for Bicycle  
Sundries.*

SEND STAMP FOR ENCYCLOPEDIA. MENTION THE BEARINGS

**STOLEN**—From Lebanon, Indiana, July 4th, new Ariel Light Roadster bicycle; wine color frame, corrugated wood rims, No. 5814. \$40.00 for thief and wheel. Must have 'em. FENNEEL & SHAW, 8-10-94 Frankfort, Ind.

**FOR SALE.**—One Stearns Special, and one 19-pound Rambler Racer. Both new. Cheap for cash. Address BICYCLE, 110 Mabry St., Knoxville, Tenn.

**USE EAST INDIA**

**STICK GRAPHOLINE**

**FOR BICYCLE CHAINS**

THE ONLY CHAIN LUBRICANT THAT GATHERS NO DUST EASILY APPLIED PROTECTS THE CHAIN FROM RUST DUST MUD & WEAR IN STICKS 3 IN LONG 25 CENTS BY MAIL.

**PRINCE WELLS.**  
SOLE UNITED STATES AGENT.  
632 FOURTH AVE. LOUISVILLE, KY.  
FOR SALE BY ALL CYCLE DEALERS.

Elegant Equipment.  
Superb Service . . .

ONLY LINE TO  
**French Lick and  
West Baden Springs**  
"The Carlsbad  
of America."

**WHEELMEN** are invited to  
**TRAVEL VIA THE  
MONON ROUTE**

It is the official route from Cincinnati, Louisville, and Indianapolis to Denver, on account of the 15th annual meet of the L. A. W.

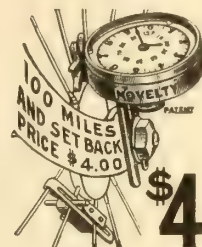
**CITY TICKET OFFICE.**  
**232 Clark Street.**

FRANK J. REED,  
Gen. Pass. Agt.



Mention the Bearings.

Weight 4 oz.



**NOVELTY.**

**CYCLOMETERS**

Perfect Satisfaction Guaranteed  
or purchase money cheer-  
fully refunded.

Sent post-paid on receipt of  
price.

**Recording Instrument Co.,**

602 Chamber of Commerce.

BOSTON, MASS.

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**SPECIAL NOTICE.**

Bicycle Riders and Dealers!  
Improved facilities and  
an increasing demand  
enables us to offer every  
cyclist our cyclometers  
at prices shown on cuts.  
The cuts show one-third  
actual size. They are  
Superior in Construction  
and Positively Accurate.

**SHEDD'S.**



Weight 4 1/2 oz.

**Prize Medals  
and  
Club Pins.**

DESIGNS ON APPLI-  
CATION.

STATE EVENTS.

For Race Meets or  
Athletic Tournaments.  
Get our Prices before  
Buying Elsewhere.



MENTION THE BEARINGS

**USE BRUNEMEYER'S TIRE FASTENER**



MENTION THE BEARINGS

**REDUCED**  
to 50c., of Dealers or by mail.

1894 bicycles are not up to date  
unless fitted with

**Woodbury's Automatic Dry Chain Lubricator and Duster.**  
Mr. Albert Schock used this throughout his record ride of 1600 miles in six days. Van Emburgh, the boy wonder, record 1401 miles in six days, also used it. Highly recommended by J. Elmer Pratt and many other up-to-date manufacturers dealers, and riders. M. A. WOODBURY, Bradford, Pa.





## A GOOD THING

To take with you on your vacation.

### A BRIDGEPORT CYCLOMETER

Can be depended upon to record exactly the distance you travel on a bicycle.

**COSTS ONLY \$3.50.**

Every instrument guaranteed and thoroughly tested before leaving the works. Registers 1,000 miles and repeats, or can be set back to zero at will. Send for illustrated catalogue of sundries. Sold by all bicycle dealers.

The Bridgeport Gun Implement Co.,

317 Broadway, New York.

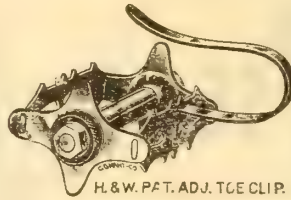
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## BICYCLE BUSINESS FOR SALE.

The leading cycle business in a live Massachusetts manufacturing city of 30,000 inhabitants. Does a business of \$40,000 a year, and controls the leading agencies. Repair shop connected runs three men well fitted with all necessary tools for all classes of repairing and building to order. Store is a corner location in the center of business, 30 feet front and 50 feet deep, with fine show windows, and can be leased on most favorable terms. Price, including Stock Tools and Fixtures, \$2,000. (Stock comprises a good assortment of twenty-one wheels of various grades and a complete line of sundries.) Reason for selling: Proprietor has other business and can not attend to it. Business established five years.

Address DEALER, care "THE BEARINGS."

## The H. & W. Toe Clip



Used by all the fast men. Scientifically made of best spring steel stock. Adjustable to any foot, and the only oil-tempered clip in the market.

Does not pinch the toe. Write for sample pair, Price, 75c and \$1.00. Dealers, let us hear from you.

H. & W. Adjustable Toe Clip Co.,

18 Eastern Ave., Malden, Mass.

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**CALL'S RACING SHOE.** A light and durable hand-sewed shoe, without blocks. Ho-sehide uppers, oak-tanned soles. Can be tapped or cleated. Worn by most of the crack riders. Size 8, weighs but 5 oz. Price \$1.50, by mail \$1.60. We are headquarters for racing suits. Send 2c. stamp for 80-page illustrated catalogue of athletic goods.

S. B. CALL, 229 Main St., Springfield, Mass.

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## DISCOVERED AT LAST!

**"CYCLE ENAMELINE"** Quickest air drying enamel which thoroughly coats your wheel with one application. Dries in two hours and leaves a bright, glossy, waterproof finish, not affected by rubbing or heat.

Try it. 50c per bottle. Discount to the Trade.

Wm. SCHARNWEBER CYCLE EMPORIUM.

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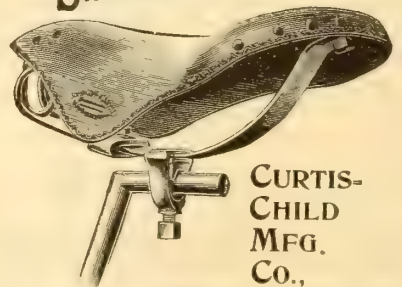
DAVENPORT, IA.

**STOLEN**—From J. K. Evers & Co., Kalamazoo, Mich., July 4, one high-frame Kenwood bicycle, nearly new; steel rims; piece of tape wound on back tire; No. 7088 on front part of head. Thief gave the name of Geo. Williams; about 25 years old; 5 ft. 7 or 8 in. tall; weight about 150 lbs.; think he has dark complexion, smooth face. Mr. Evers will pay \$25 for return of property, and I will pay \$25 for the thief, on conviction, delivered to me in any jail in the United States.

1

WM. B. VOSBURG, Sheriff.

## "SOLID COMFORT" SADDLES



CURTIS-CHILD MFG. Co.,

PHILADELPHIA, PA.

Send for Catalogue.

## RARE BARGAINS!

One Rambler Racer, 18 lbs., \$100; one Crescent Scorch er, 25 lbs., \$65; one Century Niagara 30 lbs., \$65. The lot for \$225. All brand new. Expressed C. O. D. for \$5 on each with order.

8-10 Address C. O. D., care of this Paper.

... WE DELIVER FREE ...

at your express office for **\$7.00** our celebrated all-wool bloomer

## BICYCLE SUIT

COAT - PANTS - CAP

Write for samples and measurement card. Correspondence with cycle dealers, etc., solicited

E. G. MILLER & CO.

106 WABASH AVE. - - - CHICAGO.

Mention The Bearings



### THE CHICAGO GRIP.

FOR

Tangent and Direct Spokes.

For Sale by all Dealers.

AVERY & JENNESS, 5756 Madison Ave

Mention The Bearings

CHICAGO

DELIVERED FREE.

L. A. W. SHOE

**\$2.00.**



OUR NEW PATTERN=====1894

You Want THE BEST—TRY OURS.

DELIVERED FREE

to any part of the U. S. on receipt of \$2.00 cash or money order. Made of best Kangaroo Calif.

HUB SHOE CO., 95 Bedford St. Boston, Mass.

MENTION THE BEARINGS



## WHEN ON YOUR WHEEL

wear for enjoyment, for appearance and to save your walking clothes—one of our

**Bloomer Bicycle \$7.50 Suits.**

It includes Coat, Bloomer, Trousers of the best all wool cassimere, and Stanley 1894 Cap. Suit Delivered Free. Write for samples and booklet telling all about our complete bicyclist's outfit—Free.

UNION BICYCLE CLOTHING CO., 219 Market St., Chicago, Ill.



## Race Medals, Prize Cups,

From \$2.50 to \$300.

Send four cents in stamps for full list of L. A. W., and all society badges.

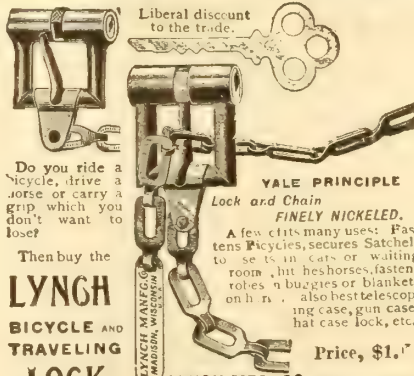
Duryea Jewelry Co.,

180 & 194 Broadway,

N. Y. city.

Mention The Bearings

Solid gold \$5. Silver, or gold-filled, \$2.50.



Do you ride a bicycle, drive a horse or carry a grip which you don't want to lose?

Then buy the **LYNCH BICYCLE AND TRAVELING LOCK**

Liberal discount to the trade.

**YALE PRINCIPLE Lock and Chain FINELY NICKELLED.**

A few of its many uses: Fastens Bicycles, secures Satchels to seats in cars or waiting room, hit heshorses, fastens roller, bugies or blankets on horse, also best telescoping case, gun case, hat case lock, etc.

Price, \$1.

LYNCH MFG. CO. Madison, Wis

Mention the Bearings

## NEW KODAKS at HALF PRICE.

One A Ordinary	-	-	list \$ 6.00
One B Ordinary	-	-	list 10.00
One A Daylight	-	-	list 8.50
One B Daylight	-	-	list 15.00
One No. 1	-	-	list 25.00
One No. 2	-	-	list 32.50
One No. 3 Jr.	-	-	list 40.00
One No. 1 Edison Mimeograph			
nearly new, list \$15 for			7.50

Expressed C. O. D. for \$1 on each with order.

\$ 10

Address C. O. D., care of this Paper.

### DIAMOND CHAIN LUBRICANT.

25 Cents.

Best on Earth. Used by all Professionals. Exceptional Terms to Dealers and Repairers. Don't fail to try it. If your dealer does not keep it write to B. A. MERRILL, 837 Melrose St., CHICAGO, ILL.

Use ...



AFTER YOU HAVE FOUND

that plumbago, graphite, soap, etc., make a chain clean and bright. Then you will want something that lubricates. Greasolene is the stuff. Nothing met on the road will faze it. Endorsed by the hardy road riders of Chicago. 2500 miles' worth put up in a collapsible tube for 25 cents. Ask your dealer for it. Insist on Greasolene. A trial will convince you.

LIBERAL DISCOUNT TO THE TRADE.

J. G. CALROW, MAKER, WINNETKA, ILL.



# ROAD TESTS ARE BEST!

To Test

the Best

Ride

*The Liberty*

America's Representative Bicycle

WILSON-MYERS COMPANY, Makers,

BRANCH  
STORES: { 1786 Broadway, N. Y.  
1217-1221 Bedford Ave., Brooklyn, N. Y.  
567 Broad St., Newark, N. J.

Main Office:  
4 WARREN STREET, NEW YORK.

MENTION THE BEARINGS

EVERY

ARIEL

MAKES

RECORDS.

**"GOOD STOCK COUNTS"**

IT SEEMS TO BE FASHIONABLE TO TELL OF THE TRIUMPHS OF RACING TEAMS.  
WE HAVEN'T ANY.

**EVERY ARIEL THAT MAKES RECORDS**

has been bought and paid for. The knowing ones  
accept other wheels as gifts, but when they BUY,  
it is the ARIEL that

**TAKES THEIR ROCKS.**

Woodman, on a TURTLE, Detroit, June 16, started No.  
32—5½ min.; finished No. 4—25 miles. 1:12:56.

Harry Miller, on a TURTLE, same occasion, started  
No. 35—6 min.; finished No. 11—25 miles. 1:13:52.

A TURTLE rider, at Sidney, N. Y., June 18, took first  
in mile, first in half mile, and first in two miles.

June 20, Martin, at Findlay, Ohio, won first, third, and  
special prizes.

C. C. Van Tine is opening their eyes on a TURTLE  
THAT HE PURCHASED.

Mr. TURTLE at Salt Lake City, Utah, took three out  
of four races. We could give many such instances,  
notably those on the Glorious Fourth, but—

WRITE US, **ARIEL CYCLE MFG. CO., Goshen, Ind.**

The Geo. Worthington Co., Cleveland, O.,  
General Agents for Michigan, Ohio, Western New York and  
Northwestern Pennsylvania.

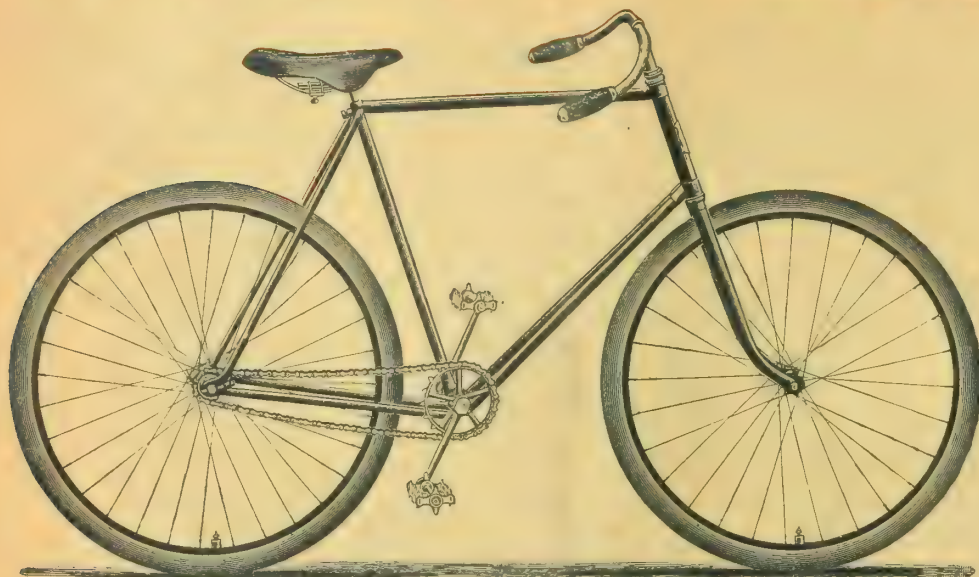
Knight-Campbell Music Co., Denver, Colo., General Agents for Colorado.

Stutz & Walker, Kansas City, Mo.,  
General Agents for Kansas, Indian Territory, Oklahoma,  
Missouri, Eastern Iowa, and Southern Nebraska.

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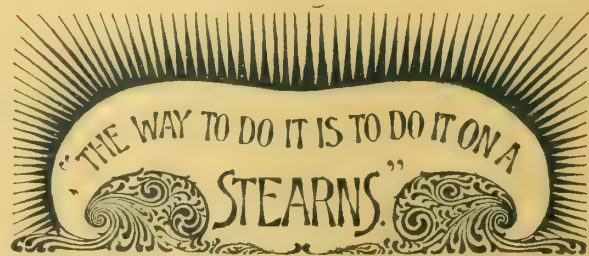
## EVERY CHAMPION WAS A NOVICE

(ONCE)

The straw which, in the wheeling world, shows which way the wind is blowing, is the novice race. Everywhere, where novices have been in competition, the Stearns wheel has cut a swath. It

has carried

beginners to victory. The record of the year is not half cast up, but is a glorious one.



# 96

RACES FOR  
NOVICES WON ON  
THE STEARNS

E. C. STEARNS & CO., Syracuse, N. Y.

MENTION THE BEARINGS



THE  
BEARINGS  
THE  
CYCLING  
AUTHORITY OF  
AMERICA

Vol X  
No 2

CHICAGO, AUGUST 10, 1894.

SHORLAND WAS BAKED.

The Englishman Had to Work Hard to Beat Huret's Record - The Race Up to the Twenty-Second Hour.

HERNE HILL, July 28.—Last night the third annual 24-hour race for the Cuca Coca Challenge Cup started at 8 p. m. precisely on the Herne Hill track. The weather was perfect, being fine and warm with scarcely a breath of wind. Intense interest was evinced in the contest by the public, who swarmed into the grounds in such numbers as to completely eclipse all previous experience of "gates." Twenty thousand were present within an hour of the start. Of these some thousands stayed till a late hour, and many hundreds all through the night. Indeed, there was a terrific crush in the narrow inlet to the grounds shortly before 8, several machines being completely smashed up. When T. W. J. Britton fired his pistol eighteen riders started on their journey, the only non-starters being J. H. Cocker and H. R. Carter. Shorland, aided by a fast tandem crew, rapidly secured a lead and piled on a great pace, getting inside record at eleven miles (25:37½) and subsequently at fourteen and fifteen miles. The pace, however, dropped somewhat and record was not again beaten for some hours. C. C. Fontaine seemed unable or disinclined to hang on to Shorland, but rode at a steady pace.

In the First Hour

Shorland covered 24 miles 1,460 yards, C. C. Fontaine having by this time assumed third place behind C. G. Wridgway, with A. W. Horton and Carlisle next, some laps behind. G. McNish fell, but remounted, during the first hour, but this was the only accident during the first 8 hours of the race.

At 2 hours the positions were: Shorland 48 miles 70 yards; with Fontaine second, 46 miles 1½ laps; Wridgway, 46 miles 1½ laps, and Carlisle 46 miles 1½ laps. Bidlake, Chapple and Peterson followed. Fontaine improved his position in spite of Shorland's efforts to draw away, and at 3 hours (69 miles 874 yards) was only a mile behind the leader. Shorland at intervals excited great cheering by putting in miles at a 2:20 bat. In the small hours, however, Fontaine twice retired to his tent for a few minutes, thus allowing Shorland, who rode over 8 hours without a dismount except to change machines, to increase his lead. Next to Fontaine Horton and Carlisle seemed the most dangerous opponents of Shorland. As the appended tables will show, however, these riders, with Wridgway and Bidlake, gave up the contest comparatively early in the day, so that by the time the Saturday afternoon crowd began to flock in, only seven men were left on the track. Shorland continued doggedly, but was suffering some distress from a slight sunstroke sustained about midday. He got ahead of Huret's record in the 13th hour.

The pacing arrangements throughout the race were admirably carried out. The illumination of the grounds left little to be desired, and the Harden Star lights being fixed outside the track, no shadows were thrown upon the battens; Huret was present and, with Wheeler,

Helped to Pace Shorland

during the afternoon on a tandem; Shorland did not use the Boudard gear in the race. His tires were '92 pattern Dunlops. The feeding arrangements for competitors were on an elaborate scale, all the prominent men having separate bell tents, with a staff of attendants. The score board, although improved, was not a success, accuracy seemingly being an impossibility, but the lap scoring and timing were splendidly performed. H. J. Swindley, Henry Sturmeay and Jack Dring were the timers—Coleman being absent through sickness. On Saturday large numbers were refused admission, the grounds being filled to their utmost capacity.

When this letter left the ground Shorland, although very baked, was riding steadily amid great enthusiasm—a certain winner with a lead of some twenty-six miles.

Complete Score at Twenty-two Hours.

ORDER.	NAME AND CLUB.	MILES.	YARDS.	REMARKS.
1	Shorland, F. W., North Road	423	1540	Hurets' record, 421.546
2	Petersen, J. H., Coventry	397½		
3	Chapple, C., Chelsea B. & C.	394		
4	Clark, J. P. K., North Road	386½		
5	Ilisley, A. F., North Road	373		
6	Buckley, E., Anfield	363		
7	Field, B. H. B., Catford	343		
8	Fontaine, C. C., Polytechnic	304		Retired
9	Horton, A. W., Catford	304		Retired

10	Sames, J. G., Bath Road	221	Retired
10A	Wridgway, C. G., A. & N. R.	221	Retired
11	Pellant, A., North Road	215	Retired
12	Knight, W. H., Essex Wheelers	204	Retired (F. D.)
13	Bidlake, F. T., North Road	200	Retired
14	Carlisle, R. H., Anfield	166	Retired
15	Chambers, H. J., Catford	138	Retired
16	Nixon, A. T., Unattached	132	Retired
17	McNish, G., Catford	64	Retired

All the men rode safeties except Knight, who rode a racing Bantam.

The Following Tables Show the Progress of the Race:

HOURL.	MILES.	YARDS.	LEADER.	HURET'S RECORD.
1	24	1460	Shorland	
2	48	70	Shorland	
3	69	874	Shorland	
4	90	1555	Shorland	
5	111	1430	Shorland	
6	130	1530	Shorland	
7	151	1160	Shorland	
8	171	1500	Shorland	
9	189	1550	Shorland	
10	211	90	Shorland	
11	228	390	Shorland	
12	248	1006	Shorland	
13	*267	1700	Shorland	World's records commenced.
14	*286	743	Shorland	
15	*303	675	Shorland	
16	*321	261	Shorland	
17	*338	560	Shorland	
18	*355		Shorland	
19	*370	1630	Shorland	
20	*388	200	Shorland	
21	*405		Shorland	
22	*423	1540	Shorland	

\*World's records.

MILES.	TIME.	LEADER.
50	2:05:42½	Shorland
100	4:27:04½	Shorland
200	9:28:31½	Shorland
*300	14:48:03½	Shorland
*400	20:42:55	Shorland

\*World's records.

Road Record Broken.

LONDON, July 28.—As I indicated hurriedly in closing my last letter the fifty-mile handicap, promoted by the North Road Club, yielded several notable performances. It appears that A. A. Chase, whose entry was received too late, was allowed to start for time, and achieved the phenomenal feat of lowering the world's record (made recently by himself, straight-away with the wind) by nearly 3 minutes, his actual time being 2:16:13. R. J. Ilisley was only 2 seconds behind. The course was, as usual, out and home, and the part through the lanes was sticky. Out of a field of five crack tricyclists only two finished, W. W. Robertson getting home, and winning a special prize offered, in the record time of 2:30:44. Bidlake, who was much fancied to win, collided with a cart, and, together with A. F. Ilisley, came seriously to grief.

At the Oddfellows annual sports at Herne Hill last Saturday one of the events on the card was a match over one mile between W. C. Jones, of the Polytechnic C. C., and P. W. Scheltema Beduin, Catford. The latter won by half a length, after a crawl, culminating in a sprint, in the slow time of 2:49½. Jones and Rideout, on a tandem, followed by W. Henie on a safety, lowered the previous bests for ten miles on their respective machines. The tandem pair got inside record at two miles, and finished in 22:10½, 32 seconds better than the record by Osmond and Stocks. Henie got inside his own previous best at three miles, and Meintjes' American safety best at the same distance, finishing the ten miles in 22:10½.

Beating World's Record

(Meintjes') by no less than :54½. The men's performances were greatly cheered.

Pinkert, who for some time has been waiting an opportunity to cross the channel on his patent land and water tricycle, started from Cape Grisnez on Monday morning to ride across to Folkestone, and was picked up in a state of complete exhaustion by a fishing smack in mid-channel. He was suffering from seasickness, but has since recovered and announced his intention of making a second attempt. F. W. Zimer has been conducting some successful trial voyages over rough sea in his pedally propelled boat with a narrow beam and the Zimer patent floats off the sea front at Brighton. The apparatus worked very well and met with the cordial approval of those who took part in the trips on the rough water.

C. W. HARTUNG.



## FINE HANDICAPPING.

### Lumsden Wins an Exciting Race at Ripon—The Town Crazy on Cycling.

RIPON, WIS., August 7.—“Cycling paradise” might be a fitting term for this little city, for it is certainly “paradise lost” when the visiting wheelmen leave town. For the three days of the bicycle meet, pandemonium reigns supreme. Fourth of July, Christmas, Memorial Day, none of the national holidays can compare with the celebrations carried on when the wheelmen come to town. Ripon has but 4,000 inhabitants at the most, and half of these are girls, young ladies, if you please. Stores, banks, and business houses close on afternoons of race days, and the attendances at the race figures closely to the number of inhabitants of the town. No large, or in fact semi-large, city can ever hope to stir up one-half the enthusiasm displayed here.

Half the town was on the street tonight and the square in the center of the city was a scene such as is seen in Chicago on presidential election nights when returns are coming over the wires.

#### Horns Were Blown

by “ye small boy” and fireworks were set off in the center of the square, where a large arch was placed. This was gayly decorated in club colors. In the Opera House an entertainment for the wheelmen was provided.

The Milwaukee “Push,” the only obnoxious “chapter” of this now defunct feature of cycling, was out in force and fairly made the welkin ring with their hideous cries. Ripon has but two hotels. The wheelmen who were in the know made arrangements to stay at private houses, and consequently were scattered all over town.

When the special from Milwaukee arrived this morning the town band was at the depot, and from that time on bedlam was let loose. Previous to the races Judge L. E. Reed delivered a stirring address to the visitors and for the mayor, A. Wood, who turned the city over to the wheelmen.

And 4,000 people cheered a

#### Wild Welcome to the Visitors.

an acclamation of hearty support to the mayor in his “great” undertaking.

Ripon has one of the finest half-mile tracks in the country. Last year Zimmerman did 2:13, establishing a track record, which was considered quite a performance in those days. Today the local crack, Louie Reed, did 2:15 from scratch in the mile local handicap, and rode the last quarter alone. The track was in no such shape as last year, but will be tomorrow. Ray MacDonald followed the new tandem team, Titus and Cabanne, a half mile in 57 seconds, a new state record. The tandem team could easily have bettered that time at the last two seconds, as they slowed at two places for MacDonald. Tomorrow will see a half dozen

#### Good Record Trials

in consequence.

One of the prettiest races of the day was the mile handicap. Kennedy's entry not having been received, he was placed on scratch with Titus, these being the only scratch men. The two shared the pace and as there was a good field of riders ahead were forced to ride three quarters of a mile before reaching the bunch. There, both erred, as so many scratch men do nowadays, failing to go at once to the front while at speed. The long-mark men, having rested, get away just as the scratch men get settled shown in the bunch and get away quick. It was so today and Titus and Kennedy were only in the limit, Lumsden, Brown and Goetz winning the places; Lumsden rode with his old-time vigor and beat Brown a couple of lengths. Titus' time was 2:11 and probably less and Kennedy was only a fifth second slower. Titus was with the front row of a bunch of a dozen that finished in two rows

#### Neck and Neck,

back of third man, and Kennedy was just behind Titus. Lumsden's time from 80 yards was 2:10.

Sanger made a pretty win of the two-mile open, beating down Maddox in the straight and winning by a length from Charley Murphy. A limit of 5:20 was placed and the race was run in 5:40 and allowed. Cabanne, Taxis, Goehler, and others were fighting for third, and it will never be known just who it was that won the third place. Cabanne was given the decision, Taxis claiming it, as well as one or two others.

Charles F. Williams, of Erie, Pa., had 65 yards in the half and 270 in the two-mile handicap and won both in good style. While the handicappers deal thus leniently with Williams he will continue to win. Louie Reed, a son of Judge Reed, won both state championships in a runaway, and covered a mile from scratch in the local handicaps in 2:15. Ed Moulton, the old Chicago trainer, has the care of this boy and declares he can do 2:09 or better properly paced. Willie Sanger, a brother of W. C., was a prominent factor in the A races. He has no care, however, and can not do himself justice against carefully and systematically trained men.

The boys' race, won in 2.28%, is probably a record for eighteen years or under.

#### Summaries:

One-mile novice. A. H. Krugmeir, Holcon, first; H. G. M. Williams, Oshkosh, second; C. E. Reinke, Milwaukee, third. Time, 2:38½.

Half-mile state championship, final heat.—Louie Reed, first; Will Sanger, second; Roy Reed, third; A. M. Chandler, fourth; F. L. Moore, fifth. Time, 1:09. The time limit was 1:10.

Two-mile open, Class B, final heat.—W. C. Sanger, first; C. M. Murphy, second; L. D. Cabanne, third; W. W. Taxis, fourth. Time, 5:40.

One-mile handicap, Class B. A. F. Lumsden, 80 yards, first; A. I. Brown, 70 yards, second; R. F. Goetz, 70 yards, third; H. A. Githens, 65 yards, fourth. Time, 2:10.

Two-mile state championship.—Louie Reed, Ripon, first; W. F. Sanger, Milwaukee, second; A. M. Chandler, third. Time, 5:34½.

Half-mile open, Class B.—Titus, first; Kennedy, second; Githens, third; Cabanne, fourth. Time, 1:06.

Two-mile handicap, Class A.—C. S. Williams, 270 yards, first; J. G. Seelig, 210 yards, second; Smith, 160 yards, third. Time, 4:40½.

## THE SECOND DAY.

RIPON, WIS., August 8.—The second day's sport at this place was great. Four good Class B events were run, and record breaking closed the day, Titus and Cabanne doing the tandem mile in 1:59, a new world's record, and Bald doing a paced mile in 2:02, lowering the state record. Sanger was beaten in the mile open, the only race in which he rode. Bliss practiced before the races, but did not appear in the contests. Cabanne and Cooper, the new men on the circuit, each took a race, Cabanne the mile open, Cooper the quarter-mile, and Goetz the three-mile handicap. Titus was the only one of the top-notchers to score a win. Kennedy, of Chicago, will be awarded the \$100 diamond for his record of 2:11 in the mile handicap, this beating Zimmerman's time of last year, 2:13. Titus, who beat Kennedy from the same mark, was disqualified for jumping the gun three lengths.

Charley Murphy lost a second prize today which he won by a coup that might have been disastrous in the mile open. Ten yards from home Murphy cut from the pole and made a diagonal dash across the front of Taxis into second place.

#### Murphy Was Disqualified.

The attendance today was 5,000, and the club clears \$600 on the meet. Ripon will certainly give another meet next year. O. F. Williams, of Erie, Pa., took both handicaps in the A class yesterday, and was today cut down fearfully. In the mile handicap, with a field of thirty starters, Williams started from scratch to beat 2:25, and although back in the bunch, rode in 2:22. A special prize is offered for the best mile in Class A, beating 2:25, at this meet. In a local handicap yesterday, Louie Reed did 2:15 from scratch. The handicaps of the two competitors in this event were home made and rearranged, and Reed was coached, so the record will not go into the competition. Seelig, from 80 yards, won in 2:13½.

The quarter-mile open brought two of the prettiest heat races of the season. Cooper, of the Ramblers, gained the lead in the first and was pushed to within six inches to a foot all down the stretch, Githens shoving over ahead of Taxis when nearing the tape. MacDonald had the starting advantage in the second and was close pressed by that good quarter miler, Dr. Brown, Cabanne and E. C. Johnson in full chase and close up. The first three in each qualified. Both heats were run in :33. The final, as may be easily guessed, was warm, with a

#### Stiff Wind Aiding the Men.

Cooper was on the pole and received a good send-off. Brown rode wide on the bank and passed the bunch leading into the straight. Cooper passed Brown by desperate riding twenty yards from home and Bald and Brown made it warm for second place, Bald winning by a foot, Cabanne a couple of lengths back and MacDonald fifth. Time, :31¾. Detroit, Buffalo, Cleveland, St. Louis, and New York, were represented in the finish and Philadelphia, Chicago and California in the start. Truly a national contest.

Louie Reed took his third state championship when he won the mile in a clever manner. Roy Reed voluntarily took the pace for a half and then dropped out. Sercombe paced the third quarter and Reed ran Chandler and Willie Sanger off their feet on the stretch, winning by several lengths in 2:23½. The referee refused, properly enough, to allow a protest on account of Roy Reed's pacing. All received the benefit and should have been glad that some one did donkey work.

Fred J. Titus added to his great chain of victories a most worthy link in the two-mile handicap. Titus was scratch, Kennedy 40 yards, Maddox 70, Lumsden and Githens 90. An excellent field was ahead, Titus rode the entire first mile in 2:22. Kennedy then waited and the two then rode easily.

#### The Field Bunched

and loafed, with W. F. Murphy pacing. Titus and Kennedy pressed into and through the bunch. At a mile and a quarter, at the last turn, Earnie Johnson flew out, and all down the stretch the field fought six abreast fifty yards from home. Titus jumped after what was apparently a lost race and ten yards from home flew steadily into first place by a foot, Kennedy a close third. Time, 5:11½. Sanger was in the hunt, but unplaced in the mile open. He was fourth. Cabanne won by a length from Charley Murphy, who took a most desperate and foul chance in beating Brown. Murphy was on the pole third or fourth in position when he saw an opening and dashed through directly by Taxis, who entered a protest at once. Murphy might have brought a dozen men to the earth by his work. Brown led into the straight and made a desperate run for it. Murphy was disqualified for foul riding. Maddox ran into Githens and fell heavily at the three-quarter.

Louie Reed completed his chain by taking his fourth state championship. The quarter-mile, Willie Sanger second, Titus, scratch, and Cabanne, 50 yards, could not catch the field in the three-mile handicap and quit at two and a half miles. Goehler fell and two men

#### Ran Over His Arm.

a pedal pushing into his head and cutting it so that he bled profusely. Goehler ran to his dressing-room clear out of his head. It was a deep wound. Githens, 120 yards, tried hard to win, but Goetz, 210 yards, made a pretty sprint and passed him ten yards from home. Edwards, 400 yards, ran in third ahead of Cooper, 100 yards. Time, 7:09.





#### CAMERA SHOTS AT THE CHICAGO MEET.

1—L. D. Cabanne. 2—Maddox in the mile handicap. 3—W. W. Taxis. 4—A Class B field bunched, Cabanne leading. 5—Bliss looking for Atkins. 6—Ballard, the winner of the parrot. 7—Gus Steele waiting for his heat in the half-mile handicap. 8—The parrot. 9—Cooper on his mark. 10—A. I. Brown. 11—Ray MacDonald going to his tent. 12—Start of the B half-mile handicap, Bliss on scratch. 13—Starter Canary. 14—Murphy talking to Bald. 15—Birdie Munger and his bride. 16—The Rambler tent, with Steele on trunk. 17—Lumsden and MacDonald starting. 18—A loaf on the back stretch.



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GEO. K. BARRETT, EDITOR.

**THE DENVER MEET.**

The League of American Wheelmen, or a large part of it, is now headed for Denver with the intention of having a good time, see the cracks of the country contest for the championships, and to see some of the glorious scenery of Colorado that they have heard so much about. The much boasted hospitality of the westerners will be fully tested, and the doubting easterners will be shown that the Denverites meant everything they said at Louisville when they were fighting for the League meet.

That the visitors at the meet will have a good time no one will doubt for a minute, and after it is all over, the stay-at-homes will be kicking themselves because they didn't go. From rumors floating around, it would seem that the attendance at this first meet held in the west would not be standard. Why this is no one seems to know. Probably the distance has frightened some away. Then the cost of such a trip has had a dampening effect upon enthusiastic League members, for in these hard times every one looks at a dollar twice before he spends it. From Secretary Bassett we learn that none of the L. A. W. royalty will be in attendance. This will seem strange to those in the west who have been counting upon seeing President Luscomb and the other members of the Executive Committee, not to mention Papa Bassett himself. The venerable secretary says that the Executive Committee had counted upon there being a large attendance at the meet. He says now that such prospects are very slim. The members of the committee expected to be given passes by the railroads upon the strength of this, but now the railroads will not come to time. As the League has not any too much money, President Luscomb thought that it could not afford to spend \$500 to send the officials to Denver, and therefore they will stay at home.

The westerners will probably get mad on account of this and say that these officials stayed away just because the meet is held in the west. That is where they will be in the wrong. The Executive Committee has been working hard to rid the League of its heavy indebtedness and every dollar counts. No one can blame Mr. Luscomb for wanting to save \$500, and the Denverites should look at it in this light.

Therefore, we say, to those at Denver, pitch in and enjoy yourself. The absence of three or four men should not spoil your fun. The Denver meet will be a success without them.

**ROASTING SANGER.**

Last year Sanger had a reputation for being grumpy and refusing to ride at a meet unless it suited him to do so. For this he was severely jacketed in many of the papers. This sort of treatment did the big Milwaukeean good, for this year he has seen the error of his way, and has tried to reform. He has become friendly with the other riders, and has shown a willingness to help meet promoters out in various ways. He came to Chicago last week to race, but before he had been in town a day the water affected him and he became sick. He went to the races, though, and tried his best to carry out his part of the contract. He rode in one heat, and although he qualified, he showed clearly that he was not in a fit condition to race. He told the management this, and donned his street clothes. This did not suit one newspaper man, and the next day Sanger was "roasted" brown. He was called a cry baby and almost accused of being afraid of the other cracks. Sanger did not like this, and the next day left for Milwaukee.

While we do not wish to pose as a defender or champion of Sanger, yet we must protest against the treatment the man receives in Chicago. It seems as if his old reputation would not down and the Chicago newspaper men could not stop roasting. We would, therefore, ask these gentlemen of the press to please "ring off." The public is sick of such twaddle.

**THE GREAT UNPACED.**

The people have tried it, they like it, and like the baby in the famous soap ad, they cry for it. What the people want, and what they will have is unpaced records. Last week at Chicago showed what a man could really do when he is unassisted and has to ride by himself. The attempts of eight of the Class B men to break the unpaced record of Sanger was watched with interest by the press and public, and hereafter we will see the manufacturer sending his men for the unpaced records.

Tyler, after he had broken both of Bliss' records, tried to get that of his team mate. This shows what value is placed on this record by the manufacturer. Then the magnificent gold trophy offered by a leading tire manufacturer has added zest to the contest, and we predict that before the season is over we will see an unpaced mile ridden in 2:05 or under. Titus, who won the unpaced mile contest at Chicago, promises to give Sanger a close rub for the record. It is said that the New Yorker has already done 2:08 in private, and then was not extended to his utmost. Maddox, the sturdy lad from Asbury Park, will also be in the swim. His unpaced mile in 2:15 at Chicago, shows what he is capable of.

But while we are talking of the records, it would not do to forget to say something about the performances of Tyler at Waltham. This splendid athlete has won new laurels as a record breaker. A man who can get a full second under the flying mile record, and two and two-third seconds under the standing record, when it is as low as it is, must be a wonder. Our admiration of his splendid ride is only increased when we stop to consider that he rode swathed in bandages, and suffering from a severe fall received in a previous attempt on record.

That mile in 1:50 is gradually approaching.

**FROM CHICAGO TO NEW YORK.**

Tomorrow afternoon, at 1 o'clock prompt, H. L. Stanwood, of the Illinois Cycling Club, will start from the City Hall, Chicago, in an attempt



H. L. STANWOOD.

to lower the New York-Chicago record of 10 days 4 hours and 30 minutes, which record is now held by H. H. Wylie, and was made on a twenty-six pound Sterling in June, 1893. Mr. Stanwood will ride a twenty-three pound Sterling racer, and has been coached in his ride by Wylie, who is of the opinion that in Stanwood he has a record breaker. He estimates his time at nine and a half days, but it is very probable that even this will be lowered. Stanwood will take the "northern course," which takes him through northern Indiana, Ohio, and through Buffalo, Rochester, Syracuse, and Albany, to New York. A number of attempts have been made on the record this season without success, the best of them being that of Harvey Truax, who went through in a little over twelve days. H. P. Walden, chairman of the road record committee,

Century Road Club, will start Mr. Stanwood, and a large crowd of Illinois club boys will see him well on his way. He will be regularly checked at every point along the route.

**AMERICANS IN ENGLAND.**

Zimmerman, Wheeler, and Banker rode at the *Sport and Play* tournament at Birmingham, England, last Monday. They participated in the quarter-mile, each man riding alone. Zim did :28%; Banker :29% and Wheeler :31. Zim's last appearance in Paris was last Sunday, when he won a 2,000-meter race.

**Didn't Suit the Jew.**

A Jewish banker took his first spin after learning to ride the bicycle in company with an old cyclist. After going some distance the latter said to the banker:

"We will soon come to a hill with a 5 per cent grade."

"Five bour zent," said the financier scornfully, Peuh! And he returned to the city.



## SECRETARY BASSETT BANQUETTED.

**Boston Wheelmen Pay Their Respects to the Veteran in a Farewell Dinner—The Speeches.**

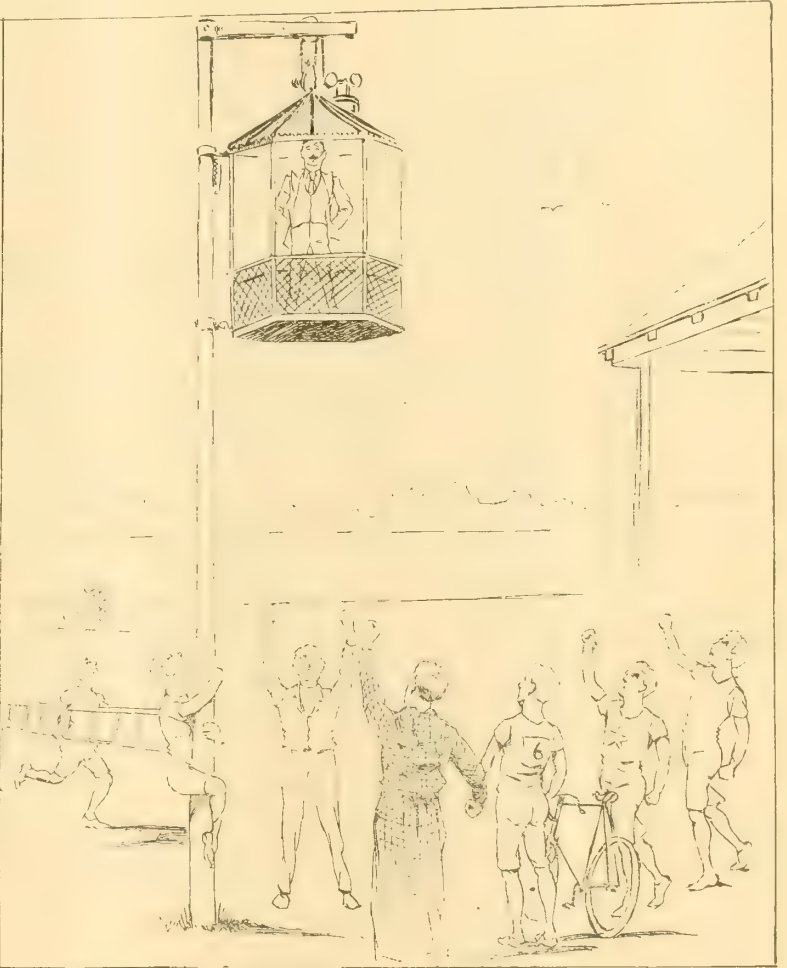
BOSTON, MASS., August 5.—It was a jolly and very representative party of cyclists who gathered about the table at the Nantasket House at Nantasket Beach last Friday evening to say good-by to Abbot Bassett, secretary of the L. A. W. It was one of those occasions when "We looks towards you and we likewise bows." And sure enough there on the back cover of the menu card was the counterfeit presentiment of the secretary with a glass of something colored and supposed to be saying the famous greeting. It was an extremely graceful compliment given the departing official by the *Bicycling World* and those who were bidden to the feast were the men who have made national and local cycling history.

President E. C. Hodges, of the Wheelman Company, originated the idea and presided at the table. At his right sat the guest of the evening, and at his left Col. A. A. Pope. Others present as guests of the *World* were: Col. B. J. Lovell; S. T. Williams, president of the Boston A. C. C.; A. O. Very, of the Warwick Cycle Co.; H. W. Robinson, of the National Racing Board; J. J. Fecitt, of the Union company; D. E. Miller, vice-consul of the Massachusetts division; Sterling Elliott, of *Good Roads*; C. G. Per-

The colonel then gave a brief review of the history of the wheel in this country, and swung round to the good roads question at which Sterling Elliott pricked up his ears.

One statement of interest he made was, that the working man could get a first-rate wheel for \$30 and save his car-fares living in some suburban place. He said that the wheel was not even yet at its highest point of development, and that he had no doubt that wheels produced next year would have many advantages over the models of this year. Colonel Pope was followed by Vice-Consul D. E. Miller, Colonel Lovell, and J. S. Dean.

After Mr. Dean had finished, Mr. Hodges introduced Mr. Bassett and before the secretary was allowed to begin, three rousing cheers were given, and a tiger was tacked on to the end. Mr. Bassett rose with tears in his eyes, and spoke with difficulty as follows: "When it became a settled fact that I should go to Chicago, I thought of the time when I must say good-by to my friends. But now standing face to face with my friends and with heart beating to heart, it is a very difficult task, much greater than I had any idea it would be. I am confused with embarrassment, and there is a frog of leviathan proportions in my throat. In 1881 I came into the cycling life of Boston at the behest of the *Bicycling World*. And now, thirteen years later, I am going out of that world in the sunshine of its generous hospitality.



"THE BEARINGS" PATENT ADJUSTABLE ELEVATOR CAGE.

*The Referee*—Well boys, I've heard your protest, but if you are going to argue the matter I'll have to leave you.

cival, *Boston Journal*; J. C. Kerrison, *Boston Herald*; George L. Sullivan, *Boston Globe*; A. R. Keltie, president of the Roxbury Bicycle Club; D. T. Morine, president of the Union Bicycle Club; H. L. Perkins, chief consul of Rhode Island; J. S. Dean, ex-president of the Boston A. A. A.; C. C. Morgan, Overman company; F. S. Williams, president of the Newton Bicycle Club; G. W. Compton, second president of the Charlestown Rovers; A. J. Barrow, president of the Medford Cycle Club; F. S. McCausland, Jr., secretary of the Boston A. C. C.; A. W. Robinson, chairman of the division touring committee; A. K. Peck, *Boston Post*; E. J. Tippet, president of the Massachusetts Bicycle Club, and last, but by no means least, "Happy Days" Pitman, the veteran. The *Bicycling World* staff present were C. W. Fourdrinier, Henry Crowther, Robert Bruce, and C. E. Cartwright.

The first speaker of the evening was Col. A. A. Pope, who spoke in part as follows: "I am glad to be here as a friend of Abbot Bassett's. And perhaps I am the oldest friend he has here tonight. I am sorry to know that he has to leave the puritanical city of Boston to go to that very wicked city of Chicago. But I see that he has shaved off his whiskers so that he may be like the dwellers there and have more cheek. He is an honest, upright, noble man, and it is better to say that of him than to say that he is rich. Honesty is more than riches. I am glad to see his face. I shall be glad to see it in Chicago when I go there, and I hope that it may not be very long before he shall be back again with us here."

"And it is a glorious world, too. The memories of Cottage City, Hartford, Springfield, and our own Boston, are the ever green ones which I shall cherish in my old age. The friends I have formed in cycling circles are men whom it is an honor to know and respect. If I never had an ambition, I shall have one now, and that ambition shall be to get back to God's country. I can not say all that I want to or wish I might. I can only say fare you well."

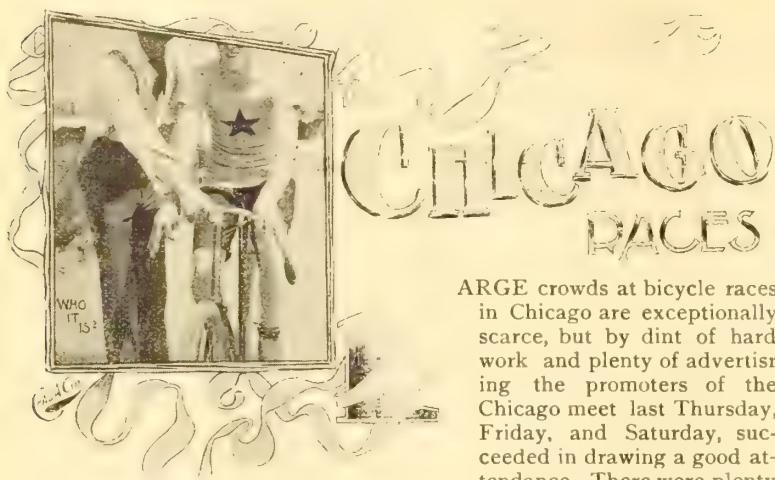
S. T. Williams, president of the Boston A. C. C., then presented Mr. Bassett with a case of valuable silver in behalf of the organization which he represents. He said that ever since the first time he ever saw Mr. Bassett, he had always thought him a kind, nice fatherly old gentleman. The silver was given him in appreciation of his ability, his honesty, and his integrity.

Mr. Sterling Elliott wound up the speechmaking with an original poem.

Frank T. Fowler, of the Hill Cycle Co., leaves for Denver this week. After the League meet he will continue on to the Pacific coast. He will be gone for at least three weeks.

M. F. Dirnberger took charge of the Sterling team at Chicago and will manage it for the rest of the season. Mike is looking well after his severe illness, although his leg is still troubling him. He has given up all ideas of racing this year.





ARGE crowds at bicycle races in Chicago are exceptionally scarce, but by dint of hard work and plenty of advertising the promoters of the Chicago meet last Thursday, Friday, and Saturday, succeeded in drawing a good attendance. There were plenty of attractions to induce the

people to come. All of the Class B men were here with the exception of Johnson, who had gone to Minneapolis to rest up from his Toledo fall. Sanger disappointed every one. He only rode in one race—the half-mile open on Thursday—and then went to Milwaukee. Sanger was sick, though, but some of the Chicago dailies would not believe it and “roasted” the big Milwaukeean for his alleged grumpiness. But the promoters of the meet managed to get along very well without him. Bliss and Titus were the idols of the meet and every time they appeared they were heartily cheered. The fine riding of the New Yorker made a lasting impression on the Chicagoans and Fred J. will always receive a warm reception in the windy city. Bliss has always been a hero in his home city and when the midget had two bad falls on Saturday and then came out and rode an exhibition half mile in :58½ he made

#### A Very Decided Hit.

A. B. Goehler, the Class A man who broke Lumsden's five-mile competition record, made his debut into Class B at this meet as a member of the Columbia team. He did not do anything, though, running second in the consolation race for the parrot. Goehler is a tall, lanky chap, who is awkward in appearance while walking, but who has a very neat action on the wheel. Tom Cooper, of Detroit, who was one of the best A men in the country, was forced into B by Raymond. He rides very strongly and after he has ridden a while with the crack-a-jacks will be able to do something.

The Class B races were all close and exciting and the way the field would sweep down the stretch with handle-bars touching, while going at top speed, was a revelation to the spectators, who wondered why men would take such chances for a few diamonds. There were three or four bad spills, and in consequence Bliss, Cabanne, Taxis, and Burt are nursing their bruises. Then two new state records were put up that would be hard to beat. Bliss' half mile in :58½ and Titus' mile in 2:02 will stand as record for some time to come.

#### Another Feature of the Meet

was the trials for the unpaced mile record. One would think that it would be uninteresting to see a man ride around the track alone, but the Chicagoans did not seem to think so, for they cheered every contestant. Their loud demands for each man's time showed the interest this race aroused.

This meet brought out a new star in Class A in Arthur Gardner, of the Columbia Wheelmen, a man who was supposed to be a road rider only. Seldom has one man made the record he did. Starting in ten races he won nine of them and ran third in the other. He was a surprise and one that the other Class A men did not relish in the least. Gardner's training on the road stood him in good stead, for he could go out and set all the pace and then sprint away from the others with a Zimmerman-like ease. He disposed of Cy Davis, his most dreaded competitor, this way in the finals. On Friday Davis started in the two-mile open with Gardner and the latter immediately hit up the pace and pulled all the sprint out of the C. C. C. man. Gardner, it will be remembered, won third time prize in the Chicago road race, after breaking down twice. He has participated in all of the principal road events of the year, but failed to make much of a showing. He has already been approached by several manu-



ARTHUR GARDNER.

facturers and it is likely that he will soon be on a team, following the circuit.

#### THE HEATS ON THURSDAY.

The hustling abilities of the Chicago management were clearly shown on Thursday when thirty-six heats were run off in 3 hours and 10 minutes. The fields were all large and the racing very exciting. A fair crowd of people turned out and those who did come were lucky enough to see Sanger ride, a treat that was denied the spectators on Friday and Saturday. The big fellow was ill and it was only after much persuasion that he was induced to ride at all. Then he regards Chicago as his hoodoo. When he rode at the Washington Park meet two years ago he fell and was badly cut up. At the international meet last year he plowed up the track in the first race he rode in. He was afraid that he would receive a similar dose this year.

#### Sanger's Only Race

was in the second heat of the half-mile open. He got a poor position at the start and was in a pocket the first time around. He was forced to drop back and go around the bunch. After a hard sprint he managed to run into second place, C. M. Murphy winning the heat. Kennedy was third. The first heat of this race was won by Taylor, Bald running second and Githens third. Tom Cooper rode his first B race in the third heat and finished third to Taxis and MacDonald.

The first heat of the B mile handicap was a good race. Titus was on scratch, with Bald, Kennedy, Maddox, the Murphys, Goehler and Levy ahead of him. He soon caught his field and romped home an easy winner in 2:20½.

Bliss rode in three races. He rode first in the mile handicap. He caught the first bunch and loafed. In the meantime Burt, Dodson, and Leacock were plugging along in front. On the second lap Goehler started out after the leaders. None of the back-mark men would go after him and so Bliss didn't qualify. In the mile open Bliss was third in his heat, which was won by Cabanne. In the quarter-mile open “Pinky” was content to follow Tom Cooper, his team mate, in.

The Class A events were all good. Cy Davis qualified in everything in which he started, as did Gardner.

#### FRIDAY'S RACES.

Undoubtedly the attempts on Sanger's unpaced mile brought out the large attendance at the second day of the meet. This event was something new and novel in the way of races, and the people wanted to see it. It was certainly exciting and kept the spectators on the tip-toe of excitement. The race was postponed to the last on the programme, in hopes that the heavy wind would die down and give the riders a fighting chance to beat Sanger's time. It was about 5 o'clock when the attack on Father Time began. Tom Cooper was the first man to try. He started out strongly, and did the first third in :44½. Cooper rode pluckily, and did 2:24, finishing quite strong. Then Cabanne, the St. Louis brunette, had a shy at the record. He started strong and promised to do well, but the wind was blowing great guns, and the St. Louisan had a hard time to finish in 2:19½. Maddox, of Asbury Park, was the surprise in this event. He was known to be a strong rider, but the way he rode his mile opened some people's eyes. He did not try to sprint his first lap, as did some of the others. In fact, his first third was one of the slowest ridden. Gradually warming the pace he finished the mile strong in 2:15. Charley Murphy could do no better than 2:22½, while Bald was a great disappointment, his time being 2:24. Ellithorpe, the Peachton lad, who

#### Rode Rings Around Githens,

in May, was suffering from a swollen ankle, but did 2:21.

The spectators became more and more excited as Maddox's record still survived. They cheered Titus when he came out for his attempt, and the New Yorker responded with a smile. He had ridden a practice mile in 2:14 on the track, and he felt confident of beating Maddox's time. With a strong steady stroke he defied the wind and cut the figures down to 2:14½. These figures were too much for Graves and Goehler, who did 2:22½ and 2:19½, respectively. It was announced that the men could have another trial the next day. Following are the results with the fractional times:

NAMES.	FIRST	SECOND	FINISH.
	THIRD	THIRD.	
F. J. Titus	:42½	1:27½	2:14½
H. H. Maddox	:44½	1:28½	2:15
L. D. Cabanne	:42½	1:29½	2:19½
A. B. Goehler	:46½	1:32½	2:19½
G. H. Ellithorpe	:44½	1:30½	2:21
F. Graves	:46½	1:33½	2:22½
C. M. Murphy	:42½	1:30½	2:22½
Tom Cooper	:44½	1:34½	2:24
E. C. Bald	:45½	1:32½	2:24

#### The Other Races

could not have been better, for the men rode with a vim and a dash that roused the audience to the highest pitch of enthusiasm. There was considerable “kicking” because Sanger would not ride, but the big fellow sat in the grand stand and explained the fine points of racing to a very pretty girl. Of course, the novice was the first race on the programme, and to the surprise of all Charley Hageman won it in a hot finish. Hageman has ridden a wheel for eight years, and this is his first win on the track.

You could tell by the way the crowd cheered that Bliss was in the next race. The “pink ‘un” came out quietly for the third-mile open, and at the pistol played for position, and got it. He hung on to A. I. Brown, as the



# Talking About Bicycles.....

Did you know that there had been more Waverleys built and sold this season than any other one make of 28 inch machines in America, regardless of grade or price? It is a fact! And it's being so is the most substantial proof in the world of the merit of this handsome machine. Every Waverley sold has been a walking, or rather a running advertisement for the goods, and notwithstanding the hard times, our factory, which has the largest capacity of any bicycle plant in the world, has been running night and day to fill orders. Why? Because we have given our customers a \$150.00 bicycle for \$85.00, and they show their appreciation of our efforts to give them the **best goods** for the least money by riding the Waverley. Have you seen it? If not, do so before you buy.

HUMBOLDT, NEB., July 20, 1894.

INDIANA BICYCLE Co.,

*Gentlemen:*—Some time ago I wrote to you for a complete repair list, and you said inclosed please find list, but you failed to send it, and, as I was going to Denver on a trip, I had to order such as I wanted from your agents at Lincoln, and got them.

I made the trip, and it was more extensive than I expected, as we traveled 1,260 miles, and can say I never paid out a cent for repairs while I was on the trip, and my wheel and tires are as good as when I started. I had to ride through cactus for twenty five miles, which was the only thing that caused a puncture, and will say I am exceedingly well pleased with the wheel. I am

Yours,

E. C. HILL, JR.

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MENTION THE BEARINGS



Cleveland went to the fore. Brown led into the straight, and then a flash of pink shot by, and Bliss was off for home. Ed'ie Bald gave a vain pursuit, but was a length to the bad at the tape. It was necessary to run the half-mile handicap in heats, and quite a field turned out. Bald won his heat from the 10-yard mark; Cooper, 20 yards; Kennedy, 15 yards, and Maddox, 45 yards, also qualifying. R. J. Leacock, 85 yards, was yards ahead at the finish of the second heat, with MacDonald, Taylor, and Lumsden right after him. Bliss qualified in the third heat, won by Steele. Burt and Ballard were also lucky.

#### Bliss Stayed Out of the Final,

which was a very hotly contested race. Leacock tried to repeat the same tactics that he adopted in his heat, and for a time it looked as if he would be successful. But big Burt, of Kansas, with little Steele, of Chicago, hanging on, caught him on the last turn. Instead of keeping on, Burt and Steele stopped to rest and the back-mark men caught them. It was a pretty finish. The men were almost abreast, Bald coming up on the outside. MacDonald just managed to catch the judges' eyes. Kennedy was at first given second place, but the decision was reversed, and the place given to Bald, the virtual scratchman. Kennedy as third, and Steele fourth.

#### The Last Class B Event

was the mile handicap, with ten starters. Leacock, of St. Louis, who is underestimated by the handicapper, was on 160 yards, and he didn't let grass grow under his feet at the start. He set a hot clip and held it. The others were soon bunched and no one wanted to set pace. The St. Louis rider pursued the even tenor of his way, and crossed the tape an easy winner. Maddox outsprinted the others for second, Titus being unable to get through. In this race Bald ran off the track on the turn, and while trying to get back on caused Levy to fall. Neither was hurt.

In Class A Gardner reigned supreme. He started the ball to rolling in the two-mile open. A 5-minute time limit was put on the race and Gardner set the pace to get inside of it. With the exception of one lap which Bainbridge took, Gardner set all the pace. Emerson jumped the bunch in the backstretch, but Gardner caught him and beat him handily. Davis was in this race, but the pace had been too hot for him and he was unable to finish better than fifth. In the mile open Van de Sandes slipped by the crowd on the backstretch and won out from Anderson. Gardner was also in this race, but finished third. He had 140 yards in the mile handicap and won it by fifteen yards. He also won the two-mile lap race, in which he led at every lap save one, in which he let Bainbridge, his clubmate, win to get third place. G. E. Bicker won the third-mile open in a blanket finish from Anderson; Davis being third.

#### Summaries:

Third-mile open, Class B.—J. P. Bliss, first; E. C. Bald, second; A. I. Brown, third; W. W. Taxis, fourth. Time, :45. Also ran, Taylor, Githens, Kennedy, C. M. Murphy and MacDonald.

Two-mile open, Class A.—A. Gardner, first; G. L. Emerson, second; J. Skelton, third; W. L. Swindeman, fourth; C. W. Davis, fifth. Time, 5:01<sup>3</sup>/<sub>4</sub>.

Half-mile handicap, Class B, first heat.—E. C. Bald, 10 yards, first; T. Cooper, Detroit, 20 yards, second; A. D. Kennedy, 15 yards, third; H. H. Maddox, 45 yards, fourth. Time, 1:05<sup>2</sup>/<sub>5</sub>.

Second heat.—R. J. Leacock, 85 yards, first; R. MacDonald, 25 yards, second; G. F. Taylor, 20 yards, third; A. E. Lumsden, 25 yards, fourth. Time, 1:02<sup>3</sup>/<sub>4</sub>.

Third heat.—Gus Steele, 50 yards, first; M. H. Burt, 55 yards, second; E. W. Ballard, 25 yards, third; J. P. Bliss, scratch, fourth. Time, 1:02<sup>3</sup>/<sub>4</sub>.

Final heat.—Ray MacDonald, 25 yards, first; E. C. Bald, 10 yards, second; A. D. Kennedy, 15 yards, third; Gus Steele, 50 yards, fourth. Time, 1:02.

One-mile open, Class A.—F. C. Van de Sandes, first; W. J. Anderson, second; A. Gardner, third; C. W. Davis, fourth. Time, 2:43.

One-mile handicap, Class A.—A. Gardner, 140 yards, first; J. Skelton, 100 yards, second; J. J. Bezenek, 90 yards, third; W. L. Swindeman, 120 yards, fourth. Time, 2:16.

Third-mile, Class A.—G. E. Bicker, first; W. J. Anderson, second; C. W. Davis, third; C. G. Sinsabaugh, fourth. Time, 5:01<sup>3</sup>/<sub>4</sub>.

One-mile handicap, Class B.—R. J. Leacock, St. Louis, 160 yards, first; H. H. Maddox, 90 yards, second; W. F. Murphy, 75 yards, third; F. J. Titus, scratch, fourth; Ray MacDonald, 60 yards, fifth; A. B. Goehler, 55 yards, sixth. Time, 2:18<sup>3</sup>/<sub>4</sub>.

Two-mile lap race, Class A.—A. Gardner, 18 points, first; J. J. Bezenek, 5 points, second; W. Bainbridge, 4 points, third. Time, 5:08<sup>3</sup>/<sub>4</sub>.

One-mile unpaced.—F. J. Titus, 2:14<sup>2</sup>/<sub>5</sub>, first; H. H. Maddox, 2:15, second; L. D. Cabanne, St. Louis, 2:19<sup>3</sup>/<sub>4</sub>, third; A. B. Goehler, Buffalo, 2:19<sup>3</sup>/<sub>4</sub>, fourth.

#### THE LAST DAY.

The finest handicap ever run in Chicago was the one-mile, Class B, on Saturday, and Maddox deserves a good deal of credit for his fine win. Leacock was again the limit man and started from the 160-yard mark. Titus was on scratch and by sprinting caught the tail end of the bunch. Cabanne

was setting pace and he did not seem over-anxious to catch his fellow-townsmen, who was improving his opportunity and was sprinting hard. On the second lap Ballard left the bunch and started to catch Leacock. The effort was too much and he dropped at the bell. Here Maddox made his attempt and he gained from the start. Right at the tape he nipped his man and won the best race of the meet. The others finished about twenty-five yards behind him, Cabanne winning out for third place. Titus, seeing that he could not win, finished easily in the ruck. His time from scratch was 2:16<sup>1</sup>/<sub>2</sub>.

The first Class B event of the day resulted in a win for Cabanne, and it was a good one, too. It was the half-mile open, with eight starters. The pace was hot from the start, and the men were all together coming into the stretch. Cabanne had the pole, and he held it all the way down the stretch, beating Bald out in fine shape. Charley Murphy was third. The mile open was marked by two bad falls, in which Bliss, Burt, Cabanne, and Taxis suffered. Burt took the pace at the start, and for two-thirds he made it very hot. Bliss was on the big Kansan's rear wheel, and he stuck there like a leech. At the bell Burt began to weaken, and, going into the first turn, he fell, and was considerably shaken up. The others continued their sprint, and just going into the backstretch Bliss' wheel broke, and the Chicago favorite went down, Cabanne and Taxis following him. Bald rode over Bliss' legs. The race was

#### A Hollow Victory for Kennedy,

who easily staved off Taylor's rush. Bald was thrown out of his stride by the fall, and finished third. When the fallen men were picked up it was found that Bliss had lost considerable cuticle, while Cabanne was scraped about the shoulders and legs. Taxis' left arm was sprained.

Although swathed in bandages, Bliss came out for the next race, the quarter-mile open. There were seven starters in this. Bald had the pole, with Githens, Bliss, Taylor, C. M. Murphy, A. I. Brown, and Cooper lined up alongside. Cooper shot down from the top of the bank and got the pole, with Bliss trailing him. Coming into the stretch Bliss made his effort and came up alongside of Cooper. At the training quarters his wheel broke, and down he went. He rolled over several times and seemed badly hurt. A woman in the grand stand fainted, and for a few moments pandemonium reigned. But Bliss luckily escaped, although severely bruised. Cooper had enough left up his sleeve to beat Murphy out.

After two Class A events had been run Bliss came out to ride an exhibition half mile. Lumsden and Githens were on a tandem to pace him, and at the word they made a fine start. Bliss' front wheel was about four inches behind the rear wheel of the tandem and there it stuck, the little one holding his position as if he had been tied there. The tandem held the turns easily and the fastest half mile ever ridden in Illinois was reeled off. At the finish Bliss

#### Tried to Pass His Pacemakers,

but his two falls were too much for him. He finished in :58<sup>1</sup>/<sub>2</sub>, within 3<sup>1</sup>/<sub>4</sub> seconds of Johnson's record.

Titus then came out for an exhibition mile. W. F. Murphy and A. D. Kennedy on a tandem took him the first half, setting a beautiful pace to the time of 1:01. At the half MacDonald was waiting. He was slow to get under way and every one thought that he would fail to connect; but the New Yorker made a neat pick-up, jumping into his stride in a dozen yards, Titus not losing a bit of time. Murphy, who was to bring Titus home, failed to catch the gait and MacDonald was forced to continue another lap. Titus started out for himself and finished in 2:02; state record.

Then Cabanne, C. M. Murphy and Maddox had another try for Titus' unpaced record. Cabanne did the third in :43<sup>2</sup>/<sub>5</sub>, the two-thirds in 1:29<sup>1</sup>/<sub>2</sub>, and the mile in 2:20. Murphy's times were: third, :43<sup>1</sup>/<sub>2</sub>; two-thirds, 1:27<sup>2</sup>/<sub>5</sub>; one mile, 2:16<sup>1</sup>/<sub>2</sub>. Maddox: third, :41<sup>2</sup>/<sub>5</sub>; two-thirds, 1:27<sup>2</sup>/<sub>5</sub>; mile, 2:15<sup>1</sup>/<sub>2</sub>.

Ballard, Goehler, and Graves were the only men to come out for the consolation race. The famous query

#### "Who Gets the Parrot?"

was finally settled by Ballard winning the race easily from Goehler; Graves, who set the pace, being a bad third. The Class A consolation for the monkey was won by G. A. Maxwell, of Wichita, Kas.

Then the aspiring Class A men imitated their faster brothers in B and tried for the unpaced mile with the following results:



THE DETROIT RAMELER TEAM.

W. H. HULBERT.  
TOM COOPER.

TRAINER EDWARDS.  
MANAGER FORMHALLS.

FRED HERRICK.  
C. L. BARTHOL.



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There is a reason for Columbia popularity—many reasons. Let one Columbia rider give his experience. It's the story of all . . . .

THE POPE MFG. CO., Boston, Mass.

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Two years ago I purchased from your New York agent a full nickel "Century," with pneumatic Columbia tires; prior to this I had purchased two of your Expert ordinaries, which did me most excellent service, and when I came down to the "safety," I did so in fear and trembling, expecting a puncture every moment. I am a heavy, muscular man, and a hard rider, and since that period have given the wheel constant use over all sorts and conditions of country roads, covering, according to my cyclometer, 4,078 miles.

The wheel is now in absolutely perfect condition—the frame, bearings, and nickeling in practically as good condition as when I received it. It has not cost me one cent in repairs. The tires are cut and scratched, but have never failed me, and I have got to consider them invulnerable, and my confidence in them has never been shaken, even when, as happened on one of our night club runs, no less than three tires on other makes of wheels breathed their last.

In my twenty years' experience as a cyclist I have never had a wheel stand the wear and tear of hard riding as yours has done. I return to England after a ten years' sojourn here, next month. Shall take my old favorite with me, and the above is the testimony I shall bear as to your make of wheel to my brother wheelmen at home.

Yours very faithfully,

C. C. HISCOE,  
Ex-Pres. Orange Ath. Club Cyclers.

Columbia Bicycles are built with brains and conscience, backed by all the facilities and resources of the biggest and most comprehensive bicycle plant in the world. They Give Satisfaction.

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### Ease of Repair and Durability

The Single Tube cement-  
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is the  
highest type of pneumatic  
yet invented.

Must meet with public favor, and sooner or later disarm opposition. The single tube, cemented to the rim, is the highest type of pneumatic yet invented, and the firmly established and rapidly growing popularity of this type is due entirely to the persistency with which the Pope Mfg. Co. have clung to the

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**ARE GOOD TIRES**

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They hold ALL the World's Records from One-Half Mile  
to Two Mile Flying Start.

ALSO ONE MILE FLYING START MADE BY TYLER, AUG. 2, 1:53 4-5.

On July 25, they won 2 World's Records.  
On July 28, they won 8 World's Records.  
On July 31, they won 1 World's Record.  
On Aug. 2, they won 4 World's Records.

**BOTH TYLER AND BUTLER RIDE MORGAN & WRIGHT TIRES.**

At the National Meet, at Chicago, August 3d and 4th,  
Morgan & Wright tires won 20 places out of a  
possible 30. They took EIGHT firsts, FIVE  
seconds, and SEVEN thirds.

**MORGAN & WRIGHT, = Chicago.**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**



NAMES.	ONE THIRD.	TWO THIRDS.	ONE MILE.
A. Gardner	:40 <sup>1</sup> / <sub>5</sub>	1:28 <sup>2</sup> / <sub>5</sub>	2:17 <sup>1</sup> / <sub>5</sub>
H. R. Upp	:43	1:30	2:22 <sup>3</sup> / <sub>5</sub>
A. P. Peck	:43 <sup>2</sup> / <sub>5</sub>	1:33 <sup>1</sup> / <sub>5</sub>	2:25 <sup>3</sup> / <sub>5</sub>
C. V. Dasey	:44 <sup>4</sup> / <sub>5</sub>	1:33 <sup>2</sup> / <sub>5</sub>	2:26 <sup>2</sup> / <sub>5</sub>
G. A. Maxwell	:47 <sup>1</sup> / <sub>5</sub>	1:38 <sup>2</sup> / <sub>5</sub>	2:26 <sup>3</sup> / <sub>5</sub>
C. G. Sinsabaugh	:44 <sup>4</sup> / <sub>5</sub>	1:27 <sup>4</sup> / <sub>5</sub>	2:27 <sup>2</sup> / <sub>5</sub>
F. S. Reeves	:43 <sup>3</sup> / <sub>5</sub>	1:35 <sup>2</sup> / <sub>5</sub>	2:30
C. D. Cutting	:44 <sup>4</sup> / <sub>5</sub>	1:36 <sup>1</sup> / <sub>5</sub>	2:30
E. S. Church	:45	1:27 <sup>1</sup> / <sub>5</sub>	2:31 <sup>2</sup> / <sub>5</sub>
F. C. Van de Sandes	:40 <sup>3</sup> / <sub>5</sub>	1:29 <sup>2</sup> / <sub>5</sub>	2:42 <sup>1</sup> / <sub>5</sub>

### Gardner Was Again the Hero

in the Class A events, winning every one of them. He gathered in the quarter, the two-thirds mile open, the mile open, the three-mile lap race and the two-mile handicap. And to cap the climax he walked off with the

Three-mile lap race.—A. Gardner, 22 points, first; W. Bainbridge, 12 points, second; C. V. Dasey, 10 points, third. Time, 7:45.

One-mile handicap, Class B.—H. H. Maddox, 60 yards, first; P. J. Leacock, 160 yards, second; L. D. Cabanne, 20 yards, third; H. A. Githens, 30 yards, fourth; A. E. Lumsden, 50 yards, fifth. Time, 2:14<sup>1</sup>/<sub>5</sub>.

Two-mile handicap, Class A.—A. Gardner, 250 yards, first; J. J. Bezenek, 180 yards, second; A. P. Peck, third; E. S. Church, fourth. Time, 4:43<sup>2</sup>/<sub>5</sub>.

One-mile consolation, Class B.—E. W. Ballard, first; A. B. Goehler, second; F. C. Graves, third. Time, 2:55<sup>1</sup>/<sub>5</sub>.

One-mile consolation, Class A.—G. A. Maxwell, first; F. S. Reeves, second; W. P. Jones, third. Time, 2:40<sup>1</sup>/<sub>5</sub>.

### ST. LOUIS' EMBRYO CHAMPION.

L. D. Cabanne, the St. Louis rider, scored a decided success at Toledo and Indianapolis for a new rider, which he comparatively is. Cabanne



E. C. BALD.  
TRAINER GREEN.  
W. F. MURPHY.

THE COLUMBIA TEAM.  
"JACK NAPOLEON."  
M. L. BRIDGEMAN (Manager).  
A. B. GOEHLER.

RAY MACDONALD.  
ASA WINDLE.  
W. J. EDWARDS.

unpaced mile. Gardner's hard work on the road stood him in good stead, for his sprint was as strong at the finish as it was at the end. None of the other Chicago riders could come anywhere near him.

### Summaries:

Half-mile open, Class B.—L. D. Cabanne, first; E. C. Bald, second; C. M. Murphy, third. Time, 1:10.

Two-thirds-mile open, Class A.—A. Gardner, first; F. C. Van de Sandes, second; C. W. Davis, third. Time, 1:36<sup>2</sup>/<sub>5</sub>.

Quarter-mile open, Class A.—A. Gardner, first; W. S. Ruby, second; W. J. Anderson, third; C. W. Davis, fourth. Time, 1:36<sup>2</sup>/<sub>5</sub>.

One-mile open, Class B.—A. D. Kennedy, first; G. F. Taylor, second; E. C. Bald, third. Time, 2:20<sup>1</sup>/<sub>5</sub>.

One-mile open, Class A.—A. Gardner, first; G. L. Emerson, second; H. R. Upp, third. Time, 2:25.

Quarter-mile open.—Tom Cooper, first; C. M. Murphy, second; G. F. Taylor, third; A. I. Brown, fourth; E. C. Bald, fifth. Time, :32<sup>1</sup>/<sub>5</sub>.

scored in every race within the first five. He never quit and showed a surprising ability to play the game just as others played it. When others, and veterans at the game, cut him off, he cut some one else off to regain his lost position. He played fair, that is, as fair as can be in these days of desperate, neck-breaking races. Veterans on the path say bicycle racing today is a game of head work and the smart man with a fair turn of speed wins the race. Cabanne had the speed and also the head. He played the game with nothing to lose and all to gain. He won over older heads than his and also won a position. It is just such men as Cabanne that your manufacturer wants to ride his wheel and he is willing to pay. Not to say, mind you, that the racing of today is unfair, but that the riders are taking desperate chances. The falls are not many and the scars are generally honorable ones. Cabanne goes with the Cleveland team.



## RUN BY ONE MAN.

Poorly Managed Meet at Milwaukee—Sanger Rides Well—Fast Half on a Tandem.

MILWAUKEE, WIS., August 6.—One man can not run a race meet and especially if he be inexperienced. Milwaukee and Milwaukee's Association of Cycling Clubs missed the opportunity to do something grand when they overlooked this chance. It is not just clear, but something is rotten in Denmark or rather in Milwaukee. It is said that the promoters of today's meeting have been harassed and annoyed beyond measure by the Milwaukee Wheelmen, the organization that attempts to dictate what shall and what shall not be done in the cycling circles of the Cream City. Certain it is that certain members of this very swell (?) and dictatorial club were so uncharitable as to "hope it would rain and spoil their old meet," and to advise the visiting wheelmen that "no prizes were in sight and that they did not think there would ever be any." "That the track was rotten"—which was no lie—and to refuse to "act as officers at their old meet."

The Milwaukee Wheelmen may have swallowed too much of Milwaukee's good beer. Hurrah! then for the Association of Cycling Clubs, even though there be only two clubs in the association that dared defy the right (?) of the high and mighty rulers (in their own mind) of cycling Milwaukeeward.

The members of the association did the best they knew how. But the best was very poor. The prizes were low in value, barely over fifty dollars to first in Class B events.

### The Track Was Heavy

with loose dust and unsafe for good work. The management was poor, the crowd constantly swarming over onto and across the track. Errors were made in catching positions of finishers in a few instances. The timers insisted on catching the actual time of every prize winner.

Handicap marks were not down when the first handicap was called and members were not there when the first race was called.

But one man can not do all the work of a great meet, and one man was depended on in this instance. He had to act as clerk of course, starter, and every thing else but timer and judge.

Six thousand people saw the races, and it could easily have been made 10,000, had more liberal advertising been done. But how the crowd did

### Welcome Walter C. Sanger.

It was a repetition in a minor way of his triumph of last season upon his return from England. It will be remembered that Sanger, on that occasion, in the first race won at home did the most

### Sensational Mile Handicap

performance that was ever seen, clipping 5 seconds clean from the mile competitive record. He went from scratch on that occasion round the National Park track out in the center twice and won by fifty yards in 2:09½. Today's races were held on the same track, but it was in no such shape as then. Sanger rode only because it was his home. He was still sick from his Chicago experience with "Adam's ale," and had no business on the track at all. Yet he won, and won handily, the mile open and half mile open contests, playing and winning both in good style. Probably the best performance of the day was the ride of Cabanne and Brown on a tandem, a half mile in :58. The time was really less, and this was the first time the pair ever rode together.

Titus was not allowed to ride on the tandem with Cabanne as was first intended, owing to Manager Canary's protest not being allowed.

This protest was entered after the mile handicap. Titus started in this race from scratch. Cabanne had 25 yards. Cabanne was a mass of sores from his fall at Chicago, but rode finely in several events of the day. Titus rode the first quarter at a record clip, jumped into and through the bunch and led near the three-quarters. E. C. Johnson passed by at this point and took the pole. L. C. Johnson, a brother of E. C., came up on the outside and in his fight to beat his brother unintentionally closed

### Titus in a Pocket

from which he found it impossible to extricate himself. Titus was forced to take second two feet back of Johnson and L. C. Johnson pressed close

into third, but six inches intervening. The time was 2:15, the best competitive performance of the day.

Kennedy looked a winner all over after the two-mile handicap field had become bunched. But Brown, L. C. Johnson and Goetz, all of Cleveland, rounded into the straight neck and neck and in front of Kennedy. As he would not be able to go out in the ruck and pass the three, Kennedy sat up and Cleveland won one, two and three, six inches apart.

The rejuvenation of this track from a farm yard to a track was not completed. But the referee, clerk of course, starter and every thing else could not do everything.

### Summaries:

One-mile open, Class B.—Sanger, first; E. C. Johnson, second; A. D. Kennedy, third; F. J. Titus, fourth; L. D. Cabanne, fifth. Time, 2:38.

Half-mile open, Class B.—W. C. Sanger, first; C. M. Murphy, second; A. D. Kennedy, third; Ray MacDonald, fourth; L. D. Cabanne, fifth; R. F. Goetz, sixth. Time, 1:09.

One-mile, Class A, 2:30 class.—C. T. Williams, Erie, Pa., first; W. F. Sanger, second; W. Howe, third. Time, 2:27½.

One-mile handicap, Class B.—E. C. Johnson, 65 yards, first; L. C. Johnson, 65 yards, second; F. J. Titus, scratch, third; A. B. Goehler, 60 yards, fourth. Time, 2:15.

Two-mile handicap, Class B.—A. I. Brown, 160 yards, first; L. C. Johnson, 180 yards, second; R. F. Goetz, 155 yards; third. Time, 5:22.

Five-mile handicap, Class A.—H. Crocker, 50 yards, first; J. F. Reitzner, 25 yards, second; W. F. Sanger, 110 yards, third; E. A. Clifford, 75 yards, fourth; Anton Stoltz, 175 yards, fifth. Time, 13:20.

A. I. Brown and L. D. Cabanne rode a half mile on a tandem in 59 seconds.

## JEFFERIS AFTER THE RECORD.

LOUISVILLE, KY., August 7.—Howard Jefferis will attempt to regain his lost laurels by riding for the Louisville boulevard record, on next Thursday night if the weather is favorable, for a 24-hour ride. He is in condition, having trained for three weeks steadily, the course is in good shape, and the only thing needed is good weather. He will have his course surveyed, and will have two competent checkers and timers on hand constantly, as well as a number of pacers, which he lacked at the time he made his first record.

Mr. Raymond will have another chance with his ax, if he decides the following question put to him this week, in the affirmative: "If a party, not a member of the Kentucky division enters a division championship race, and does not start in the race, is he liable for punishment for false entry?" The winner of the race in which this happened was suspended thirty days for false entry in this race—not being a member of the division

the question is: Does the fact of the starting make the false entry or not? The party in question entered his name in proper form, for it appears in the official programme in several places, but he did not start in the division championships, whether from knowledge of ineligibility or not is not known, but Cartwright's friends claimed that he sinned as much by entering and not starting as he would have done by starting and winning the race.

The track question is still attracting attention, and another meeting was held last Sunday to endeavor to raise subscriptions to build the grand stand. Although written requests were sent to many riders, and every local paper published notices of the meeting, not over seventy-five wheelmen put in an appearance. What was lacking in numbers was made up in enthusiasm of those present. The promoter has now promised to subscribe \$1,000, and to build a track, second only to the famous Waltham track, if the cyclers will raise \$3,000. As it is claimed that there are 4,000 wheelmen here it would be a very decided shame if that number of men could not raise \$3,000. From past experience, however, those in charge of the affairs will have a job that will not be envied by any one; the undertaking is a stupendous one.

The club fever has also reached here; two clubs were organized last week, making seven in all. There is no rivalry between any of them, and therefore the membership is not likely to be very large. The first club organized in the city, the Louisville Cycle Club, still has the largest membership. The Y. M. C. A. is next, and the Ogallallas third. A little more snap and a couple of injections of tobacco are needed in each one of them to stir up the interest of the members in their clubs.



H. H. MADDOX, OF ASBURY PARK, N. J., ON A STERLING.



A canvass of the Louisville agents shows a unanimous indorsement of the cycle show in Chicago, and every one of them will be in attendance during the week it is held. None of them will be able to visit the New York show.

The expected race for the local championship between Tom Jefferis and Hugh Caperton is off for the present year for two reasons: Jefferis is suffering with an affection of the heart muscles, which will prevent him from racing any more during the present season. Even if he was able, he could not enter a race with Caperton on account of the latter's suspension for foul racing. He was suspended from July 28 to January 1, 1895.

### GUNTHER BREAKS THE RECORD.

The annual century run of the Century Road Club of America over the Elgin-Aurora course last Sunday was a success, and out of 175 starters, 132 finished. The day was hot, and the road dusty, but this did not hurt the attendance. Of course there was scorching on the run, their being considerable rivalry as to who would make the best time. J. F. Gunther, of the Lincoln C. C., had the most endurance, and he finished in good condition in the rattling time of 6:50:00, breaking the course record of 7:13:00, held by Emil Ulbricht. The ride of Gunther's was a most meritorious one, as the roads were not in the best of condition for making time. Two others, J. F. Swarthout, and F. H. Stanwood, also got under the record.

There were several ladies on the century. Miss Annice Porter tried to lower her record of 8:18:00, but was 2 minutes to the bad. Miss Hettie Bicker, Miss Porter's rival, did not ride. Among the other ladies who participated were: Misses Lillian Swarr, Lizzie Hegerty, and Lucy Porter, and Mesdames Geo. Bunker, C. M. Fairchild, J. M. Kelly, and C. C. Palmer. The following is a list of those who finished, with their times:

Rider.	Time.	Rider.	Time.	Rider.	Time.
J. F. Gunther	6:50	H. St. Clair	10:32	Fred Gordon	11:43
J. F. Swarthout	7:03	F. C. Peterson	10:32	A. C. McDaniel	12:58
F. H. Stanwood	7:10	George Alexander	9:51	L. E. Whitney	11:46
H. P. Searle	7:18	R. L. Blevins	10:34	Philip Cullman	11:47
A. P. Peck	7:48	G. Langdon	10:36	Harry A. Klebo	13:16
Harry Geer	8:01	Mrs. Geo. Bunker	10:37	E. W. Grow	12:58
M. H. Bentley	8:03	George Bunker	10:37	B. K. Johnson	13:44
Annice Porter	8:22	E. C. Christensen	9:19	L. J. McKee	11:58
O. F. Bohman	7:36	H. P. Walden	10:16	L. L. Quinn	13:25
F. A. Rogers	8:52	L. W. Anderson	10:13	A. D. Anderson	12:55
George Thompson	8:21	J. H. R. Bond	10:13	A. A. Sundell	12:54
F. W. Michener	9:05	C. B. Vandycke	11:25	E. J. Porter	13:07
C. Tronvig	8:10	C. M. Fairchild	11:26	Lucy Porter	13:07
C. E. Engstrom	9:26	Mrs. C. M. Fairchild	11:26	C. F. Blake	13:07
Hart Hansen	8:10	Mrs. J. M. Kelly	11:26	C. M. Hurst	12:59
P. E. C. Peter	8:54	H. R. Huntingdon	11:04	B. J. Shockley	12:59
M. F. Dornbush	8:32	E. A. Munn	11:24	A. W. Larson	13:02
Dr. C. W. Baker	9:30	E. Felsenthal	11:30	C. J. Anderson	13:21
H. M. Taylor	9:33	F. A. Schmid	11:38	A. Dooley	13:37
C. R. Napier	9:43	O. D. Ortom	11:38	J. W. Douglas	13:09
M. E. Griswold	9:52	J. B. McFarland	11:15	E. C. Douglas	13:07
V. Bursik	9:09	C. W. Shattuck	11:15	J. G. Hubbard	13:00
W. H. Newby	9:57	W. F. Hoeft	12:01	Albert Douglas	13:02
E. P. Filbeck	9:59	P. Gassen	12:01	H. V. Harwell	12:23
George H. Hull	10:00	H. C. Prior	11:16	W. S. Brennan	13:28
J. M. Arens	10:08	H. Goetz	11:16	R. McWhirter	13:28
C. W. Assman	10:08	H. A. Stowell	11:56	J. Plant	14:03
J. W. Baker	10:10	S. Ziegler	12:15	J. C. Buckley	13:43
F. Solum	10:17	W. S. Kaehler	12:18	E. A. Hoeft	13:23
E. Urban	10:17	G. L. Israel	12:18	Chas. Elenbogen	12:58
C. R. Curtiss	10:05	C. Blankenheim	12:26	Geo. E. McGoon	14:20
H. Benson	9:31	C. J. Fogarty	12:22	E. C. D. Touch	13:13
F. C. Brightly	10:29	J. R. McCuchen	11:35	A. Hayden Rich	13:37
Lillian Swarr	10:42	W. M. Leith	12:46	H. S. Lewis	14:24
F. J. Hinkley	10:42	R. R. Phelps	12:57	W. J. McGoon	14:32
D. L. Burnside	10:42	J. A. Singer	12:53	F. F. Wilcox	15:05
D. S. Gillispie	10:51	D. E. P. Hamilton	12:51	W. F. Miller	13:25
W. M. Roden	10:00	C. C. Palmer	12:20	G. H. Kolkabeck	13:27
E. Thomas	10:27	Mrs. C. C. Palmer	12:20	E. P. McGoon	14:48
J. P. Hinkley	10:53	J. A. LaCourt	12:17	H. M. Otto	14:23
W. C. Hinkley	10:53	C. D. Stephan	12:24	J. S. Reynolds	14:47
Lizzie Hegerty	10:49	H. W. Church	12:36	J. R. Page	14:47
J. E. Parker	11:09	W. H. Hershberger	12:52	H. P. Lewis	15:16
A. C. Johnson	11:10	H. C. Simons	12:28	J. Eberle, Jr.	15:37

### COAST RECORDS GO.

SAN JOSE, CAL., July 28.—Otto Zeigler and Walter Foster, the champion cyclers of the coast, demonstrated to the San Jose public what they could have done, had cool heads predominated at the electric light meet given by the Garden City Cyclers last night on their four-lap track in this city.

Both Zeigler and Foster were advertised to go against the mile records, and would have gone had it not been for the hot-headedness of some of the track officials who refused to consolidate two heats of the mile handicap, so that the record-breakers could have the advantage of pacemakers.

At 10 o'clock this morning both Foster and Zeigler appeared on the track in readiness to make an onslaught on the coast records for one mile.

Foster started the ball rolling by breaking the flying mile record, his time being 2:07 $\frac{3}{4}$ . He was paced by members of the Rambler team, who learned the art of pacemaking from the eastern cracks who visited this coast early in the spring. Then Zeigler was sent against the mile standing start record which he brought down to 2:09 flat. The pacemaking throughout was a surprise to the spectators. Both records are official, as the required officials were present at the trials, and signed the necessary papers to make the records stand with the L. A. W.

Otto Zeigler, Jr., Walter Foster and Charles S. Wells, of the California Rambler team, accompanied by their trainer, Richard Alyward, left for Denver this morning. They will go into faithful training at once, and expect to give a good account of themselves.

Harry Leeming was disgusted with the treatment he received at the hands of a cruel policeman at the Chicago meet, and after the races he took Taylor and Graves and started for Springfield, Mass.

### DOUP WON THE RACE.

NEW YORK, August 6.—The ten-mile road race of the Kings County Wheelmen, of Brooklyn, was contested Saturday last over the Merrick road near Jamaica, L. I. There were sixteen entries, of which number but twelve started. The strong wind blowing made fast time an impossibility. Despite the heavy rain in the morning the course was in fine condition. U. S. Paige and I. D. Phillips were the only scratch men, all the others being in receipt of handicaps, ranging from 45 seconds to 3 minutes. Quite a fair-sized crowd was in attendance. Fred Hawley, the K. C. W. captain, was referee.

#### Summaries:

PO.	RIDER.	HANDICAP.	TIME.
1	F. E. Doup	45	27:51
2	C. M. Hendrickson	2:00	29:23 $\frac{1}{2}$
3	U. S. Paige	Scratch	27:28
4	S. J. Graham	1:00	28:28 $\frac{1}{2}$
5	I. D. Phillips	Scratch	27:28 $\frac{3}{4}$
6	E. F. Rau	1:00	29:00
7	T. L. Raine	1:30	29:41
8	F. G. Hedge	45	28:58
9	G. A. Needham	2:00	30:28
10	A. G. Kippe	2:00	32:23
11	F. L. Blauvelt	3:00	33:25
12	W. E. Kippe	2:00	33:30

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We propose to make up a limited number of ERIE RACERS, to weigh 21 to 22 pounds, that we can guarantee for road use, and furnish them in peculiar color so that they will advertise themselves and us on the road and track, and will sell them to bonafide racers at EXTREMELY LOW PRICES. We require affidavits that the would-be purchaser has ridden at the rate of a mile under three minutes, and solicit correspondence from promising riders.

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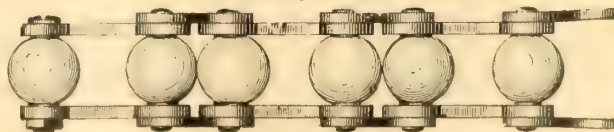
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MENTION THE BEARINGS



## LUSCOMB HOME AGAIN.

The President of the League Says that Legislation Is Needed, and Needed Badly—New York News.

NEW YORK, August 6.—President Chas. H. Luscomb returned from the state camp at Peekskill, N. Y., last week, as brown as the proverbial berry, and in excellent spirits. In a rather lengthy conversation with him, he expressed himself most freely on several interesting topics, the most readable of which were, however, "not for publication." But of the others Mr. Luscomb said: "In regard to whether or not I shall run for a re-election of chief consul for the state, I am not, as yet, ready to say. I do not wish to antagonize any other candidate, for where there are more than one in the field, the factions are sure to be divided, some in favor of one, the remainder for the other, in which case the successful one is bound to have some enemies. It has always been my aim in life to have nothing but friends, and at all times, when it has seemed differently, it has been simply a question of justice. One thing, however, is certain, and that is, cyclists must have legislation; sooner or later it is bound to come, the sooner the better. Next fall will see several candidates of the wheelmen running for political offices, and if we only succeed in getting one elected, it will be the initial step toward what is inevitable in the future.

### "The Prejudiced Law Making

of the country town powers must be stopped. As matters stand today, we will say that So-and-So's horse takes fright at the sight of a wheelman. That night Mr. So-and-So sits at the local tavern and tells the town board trustees how the thing happened, painting the cyclist in anything but rosy colors. Then the commissioners, or king-pins of the town, say: 'It must be stopped.' At the following meeting of the board of trustees some awful restrictions are placed upon the wheelmen, simply because Mr. So-and-So's horse, having never seen a bicycle before took fright at his introduction to one. This is not as it should be, and the sooner some representative of the cycling fraternity is elected and sent to Albany to uphold the rights of his fellow-wheelmen, just that much sooner will a change come which will benefit the sport.

"In regards to attending the Denver meet, I doubt very much whether I shall be able to go or not. My business has accumulated to such an extent during my week at the camp, that I am afraid it will hold me here, much as I want to go. One thing you might say is that in looking over one of the morning papers, I find my name down as one of the judges of the race meet. They never let me know one thing about it, neither did they consult my pleasure in the matter. No, I do not think Mr. Willison will be able to attend the meet either. As to the city where the next National Assembly will be held that is altogether too far off for consideration. I admit that at just that season of the year I am unusually busy with legal matters and everything else, yet that does not necessarily compel me to remain in the city, as for instance, last year, when I went to Louisville. Don't ask me whether I favor New York city or not for the next place of meeting, for I do not wish to be quoted on the matter. I am in great hopes that the

### "Springer Bill Will Become A Law

as it has passed both the House and the Senate in Washington, and needs but the president's signature to go through. If such proves to be the case it will help the L. A. W. a great deal, because then the *Bulletin* can be sent to each individual member of the League without the subscription which is necessary now. Of course to have the *Bulletin* reach each member goes a great ways toward increasing interest generally.

"Yes, it was awfully warm in the state camp, one day the thermometer actually registering 115 degrees in the shade. On that day it stood at 93 degrees at 11 o'clock in the morning."

James E. Grannis, president of the Tradesmen's National Bank, and a financial power of Wall street, has sent in his application for League membership. He is an ardent advocate of cycling and is doing a great amount of good work among his friends for the cause.

The twenty-five-mile road race promoted and managed by the Associated Cycling Clubs of New Jersey and scheduled for September 3 is attracting much attention hereabouts. The hard work of Carl Von Lengerke and A. H. Chamberlain is beginning to show itself and entries are coming in freely. The prize list will be most complete and will consist of diamonds, jewelry, bicycles, silverware, etc. The course is almost entirely free from hills and is vastly more desirable than the Irvington-Milburn road on account of there being but one turn in the entire distance, that being at Elizabeth, from where the riders must return to Rahway and finish. There will be a band of fifteen pieces in attendance and the Union County Roadsters will give their ninth race meet of five events immediately after the finish of the big race. Smith, Royce, Blauvelt, Goodman, and in fact all the local Class A flyers will compete in the afternoon.

We have a "foreteller" of events in this city, who says that before Tyler quits his record-breaking attempts at Waltham, he will place

### The Flying Start Mile at 1:53 3-5.

Mind you, Mr. Mindreader wishes to bet his money on the exact time, even to the  $\frac{3}{5}$  of a second. Time will tell how good a guesser he is.

Charley Brown, the Elizabeth Class A man, has decided to retire for the remainder of the season. Such action was ordered by his physician, who claims that the continual strain of racing has seriously affected Brown's health.

The Riverside Wheelmen, of this city, will attend the Hartford meet

this year in a large body, going by boat up Long Island Sound to New Haven, from which point they will wheel to the Connecticut capitol. These annual excursions of the Riversides are always thoroughly enjoyable, and well attended. Sleep, however, is invariably out of the question.

The special train for Denver, over the West Shore road, leaves New York city at 5 p. m. on Friday, the 10th inst. From all prospects the party of wheelmen will be larger than expected.

Word from Buffalo tells of a proposed "dead-broke" trip awheel from that city to Gotham, by Messrs. Penseyres and Goskins, of the Press Cycling Club. The route chosen by the men will take them through Rochester, Syracuse, Utica, Albany, and then down the east bank of the Hudson River to their destination, where a large crowd of their friends will be in waiting for them, with several pairs of men's size sirloin steaks, etc.

One of the most promising race meets of any in this vicinity in the near future is the Ad-Withers tournament, to be held August 25, at Clifton, N. J., on the celebrated three-quarter mile track. The course will be put in record-breaking trim, and that some fast times will be made is an assured fact. At this meet F. J. Jenny, of Utica, will make

### His First Metropolitan Appearance,

and, as he will compete against such men as Smith, Royce, Blauvelt, and all the others, it must necessarily follow that the meet will be an interesting one. Then, again, George Smith will have another attempt at G. F. Royce in the quarter-mile dash, the record for which distance in competition is held by the latter.

Talk about "pothunters," how's this? U. S. Paige, the K. C. W. crack, was missed by his clubmates last Wednesday until about 9 p. m., when a wagon drove up to the entrance of the clubhouse on Bedford avenue, and a barrel of dried apples was taken off and left, labeled "U. S. Paige." About an hour later Paige himself turned up, loaded down with "ice water." When two and two had been placed together it was learned that he had attended the picnic of the United Retail Grocers, at Ridgewood Park, that day, where he had entered, and waltzed away with first prize, in the only bicycle race down for decision. Hence the barrel of dried apples, and hence the after effect of eating them on top of his load of "ice water."

W. C. Overman, manager of the New York branch of the Overman Wheel Co., is ill with malarial fever. James E. Sullivan is also laid up for repairs. Sullivan's trouble is erysipelas. Both will be out in good shape soon.

News has arrived from Ben Bettner and J. A. Neuhaus, the two cash prize men who showed so well last year. They are in the south, and making big money handling the celebrated "Jack Pot machines." Last winter when these two hustlers left New York for Savannah, they remarked, "Well, we are broke any way, and it's better to be in the south eating oranges than it is to remain north with nothing to digest excepting snowballs." According to late reports, both of them are partaking daily of champagne and quail. Asa Windle says that when he left them last spring they were making on an average of a "century" per day.

## ANOTHER OHIO RIVER CIRCUIT.

PITTSBURG, August 6.—The Keystones have a novel idea for their meeting and if worked out properly will no doubt prove a big success, and at the same time give the riders an excellent opportunity to enjoy themselves. The Keystones meet is on Friday, September 28 and on Saturday, the 29th, Wheeling, W. Va., which is about three hours' ride down the Ohio River, has a circuit meet scheduled, and on the following Monday, October 1, Steubenville, which is also on the Ohio River, will have a meeting. It is the intention of the Keystones, Wheeling and Steubenville cyclers to engage one of the large packets which run between Pittsburg and Cincinnati on the Ohio River for the occasion. After the Keystones' meeting the riders and their friends will take the boat, which has ample sleeping accommodations for several hundred people, and go down the Ohio River, arriving at Wheeling in the morning. After the Wheeling races they again take the boat and spend Sunday on the Ohio, striking Steubenville in time for the races on Monday. The expense will be less than the railroad fare would be to these towns, and all those who take this trip would undoubtedly enjoy themselves, as there will be music on the boat and the clubmen of Pittsburg, Wheeling and Steubenville will leave nothing undone to make the trip an enjoyable one. The fact that three national circuit meetings are to be held in this section of the country following each other, almost, insures the three clubs the entire field of the best riders in the country. The clubs have two months to work up the meetings and the prizes offered will undoubtedly be far ahead of any given so far this season.

George Williams, our local crack road rider, who was suspended from track racing by Chairman Raymond a few weeks ago, went out to Milwaukee last week and captured the second time prize in the Cream City Cycling Club's handicap road race. As usual, some of the riders objected to Williams, but as he still is eligible to all road races their protests were not entertained. Williams is a great rider and if he would take proper care of himself would be one of the best in America today. As it is he does absolutely no training and often goes into a race without going over the course. Physically he is a wonder, but a very hard man to handle.

A very amusing incident occurred at the P. A. C. races, in which Chairman Raymond and Tom Eck figure quite prominently. It was just before the half-mile open, Class B. Eck appeared on the track with Callahan's wheel, and while waiting for the riders to line up, joined in a conversation with Raymond and several of the officials of the day. In answer to a ques-



tion from one of the judges as to how he liked refereeing, Raymond remarked that it was all for glory, there being no diamonds nor prizes hung up for the referee. Eck looked up and remarked, "Just like me." Raymond looked at him, smiled, and said, "Why? Because you are so vastly different?" The silver-haired trainer dropped his head and walked to the other side of the track, probably not wishing his end of the conversation to continue.

The Buffalo-Pittsburg road race, which will be run on August 24 and 25, under the auspices of the *Pittsburg Press*, will have a new feature this year. A special team of five picked riders will be entered in the race to represent the city of Pittsburg in competition with a similar team that may be put forward by any other city in the United States. In other words, Pittsburg challenges any city in the Union to enter a team of five in this great race. The Pittsburg team will probably be made up of George Williams, Ed Kearns, Charley Gibson, B. G. Gobel, and Charles N. Wakefield. A suitable trophy will be offered. Many riders throughout the country have better

they were introduced and welcomed amid the greatest enthusiasm. Mr. MacOwen, president of the club, made a neat address of welcome. He was followed by President O'Neill and other members. All made merry until a late hour. By the amalgamation the West Philadelphia Cyclers will get several positions on the board of officers. Ex-President Neill will become vice-president, Thomas Wheeler will become captain, and there will also be several changes to the board of directors.

The Century Wheelmen's outing trip to Boston by boat, returning awheel, is now the principal topic of conversation around that organization's clubhouse, and a very large party of members have signified their intention of attending. This trip embraces some of the finest scenery in the country. In the latter part, the route through the Berkshire Hills, a beautiful country is passed, while that part along the Hudson, and the fine country along the line of Dingman's Ferry and the Water Gap, is too well known for a lengthy description.

A report was circulated last week that two other Philadelphia clubs,



W. F. MURPHY ON AN ECLIPSE.

records for a corresponding distance, but we are of the belief in Pittsburg that the above team can defeat any team of five riders in the country over this course, as after they leave Girard it is all up and down hill, and the surface is rough. Bannister, who won this race last year, will hardly compete, as he has not been able to get in good form this season.

### LAST OF THE W. P. C.

PHILADELPHIA, August 5.—One of Philadelphia's leading cycling clubs—the West Philadelphia Cyclers—has passed into history. The club held its final meeting as an organization on Monday evening last and disbanded, in order to join the Pennsylvania Bicycle Club. At the meeting of the previous week, when an amalgamation of the two clubs was decided upon, many of the members declared that they would never join the new club. Notwithstanding this declaration, however, over one hundred of them signed the general application for membership in the Pennsylvania Bicycle Club. President Neill occupied the chair, and he expressed himself as well pleased with the future prospects of the amalgamated clubs. He said he was very sorry that the West Philadelphia Cyclers could not join to a man, and hoped that before long the dissatisfied ones would find out their error. After a number of other addresses the meeting adjourned, and the members proceeded to the Pennsylvania Bicycle Club, where, after the members of that organization had wound up their regular monthly meeting,



C. M. MURPHY ON A STEARNS.

the Quaker City Wheelmen and Columbia Cyclers, contemplated amalgamating. It was without the least foundation, however, for Captains Artman and Fitzgerald, of the respective organizations, were emphatic in their denial of such a move. Although both clubs are in the best of financial condition, it is thought that an amalgamation would be of great benefit to cycling, particularly in the northern section of the city.

### Prince and Schock.

Jack Prince and Albert Schock are traveling through the west and northwest looking for the nimble dollar which they have often shown their ability to chase to cover. It is not home-trainer racing that they are going to do this time—but racing, of course. They are going to give exhibitions, race against horses, and will ride the local professionals wherever they find any who are willing to meet them. They have already secured a number of engagements, and will work their way to the coast by the following route: Cheyenne, Salt Lake City, Butte, Helena, Spokane, Seattle, Tacoma, Portland, and San Francisco, and back via Los Angeles, El Paso, and through Texas to Omaha and Chicago. Thence they will go to New York. Schock has on a match for a 144 hour race with Terront, the French long-distance crack. The race will be for the professional long-distance championship of the world and will be run at Paris on Christmas week. The pair are equipped with light Fowler wheels fitted with Morgan & Wright tires.



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## TYLER DOES IT.

**He Takes Bliss' Record Away From Him—Both the Standing and Flying Miles Now Belong to the Springfield Man—How It Was Done.**

WALTHAM, MASS., August 4.—Yesterday Harry C. Tyler broke J. P. Bliss' record of 1:54 $\frac{1}{2}$ , for a flying mile on the famous cement track here. On the previous Thursday he broke the standing mile record of 2:00. The flying mile was done in 1:53 $\frac{1}{2}$ , and the standing in 1:57 $\frac{1}{2}$ .

When Tyler broke the standing mile record he made new marks from the third up. When he tried for the record, the day was perfect, hardly a breath of air was stirring. His limbs were still wrapped in bandages from his fall in his previous attempt on records, but he seemed able to ride all right. Berlo and Cutter on a tandem took the first third, and as they shot by the tape Tyler caught on, and the trio were

### Off After the Record.

The first quarter was done in :32 $\frac{1}{2}$ , and the third in :42. Here the two professionals, P. J. Berlo, and A. B. Rich, were waiting, and they took the record breaker to the half in 1:00 $\frac{1}{2}$ , and the two-thirds in 1:19 $\frac{1}{2}$ . McDuffie and Lambert brought him the last lap, the three-quarter being reached in 1:29 and the full mile done in 1:57 $\frac{1}{2}$ .

Yesterday Tyler went for the flying mile and got it. He is now satisfied and has gone to join the circuit chasers. He did not find this record so easy to land, and did not touch any of the intermediate times made by Bliss at all. He simply equaled the mark of Bliss at the three-quarter. It was the last quarter that he made up the second that gave him the record. The following table shows the comparisons:

	TYLER.	BLISS.
Quarter-mile	:28 $\frac{2}{5}$	:28 $\frac{1}{5}$
Third-mile	:37 $\frac{1}{5}$	:37 $\frac{2}{5}$
Half-mile	:56 $\frac{3}{5}$	:55 $\frac{4}{5}$
Two-thirds mile	1:15 $\frac{4}{5}$	1:15 $\frac{1}{5}$
Three-quarter mile	1:25	1:25
Mile	1:53 $\frac{1}{2}$	1:54 $\frac{1}{2}$

It is possible that Rambler men may go again to the Pacific coast next winter, but earlier than last winter. It is not in their line to submit to defeat as they often did their past season in California. They will never be happy until the tables are turned. Speaking of Bliss' record, Manager Atkins said: "Please note that the starters never stepped over the line, that we had 1,500 people there, and that our prizes in the racing events were valued at \$110."

## STOKES CLOSED BY THE SHERIFF.

Attachment proceedings were commenced last Tuesday in the circuit court, Chicago, by the Sterling Cycle Works, against the C. F. Stokes Mfg. Co., to satisfy a claim for \$4,895. The sheriff took possession on Thursday. It is said that the Stokes company could not meet a large note this week and so the Sterling company commenced court proceedings. There are several other creditors but the assets will more than cover the liabilities. Mr. Stokes could not be found Thursday so an exact statement of the company's affairs could not be obtained.

### Zim the Cause of a Duel.

Zimmerman has been the cause of a duel in France. Some of the Parisian journalists called Zimmerman a second-class man. Mr. Darzens, another journalist, called them idiots for giving such an opinion. M. Leon Lobien, considering himself insulted, sent his seconds to Darzens and an agreement was drawn up and signed by the four seconds after Mr. Darzens refused to apologize. The agreement had several stipulations the most important one being as follows: "The combat will cease when one of the adversaries is in an inferior condition, to be decided by the seconds upon the opinion of the physicians." The encounter took place in the Villebon Park; swords were used. In the fourth round Leon Lobien was wounded in the right hand which, upon the advice of the physicians, put an end to the fight.

### Zimmerman Still Winning.

BIRMINGHAM, August 8.—Zimmerman won the ten-mile professional scratch race today, with Banker second; Wheeler, fourth. Zimmerman also captured the one-mile international race. Banker came in second, but was disqualified. Wheeler was sixth.

### Ahead of Time.

The relay from Washington to Denver passed through Danville, Ill., Wednesday night, 17 minutes and 10 seconds ahead of schedule time.

The Wilkes Barre (Pa.) Bicycle Club has presented E. C. Bode with a handsome diamond locket for acting as clerk of the course at its recent meet. R. C. Lennie received a \$100 diamond cluster from the Steubenville (O.) C. C. for clerking.

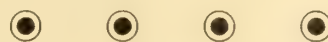
The question has been asked whether a man who jumps his front wheel over the tape and does not touch it except with his rear wheel, as many do in the close finishes of late, really finishes the race. The rules say nothing of this and the man's front wheel certainly never touched the winning tape.

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## ZIMMERMAN IS INVINCIBLE.

Try as They Will the Frenchmen Can Not Beat Him—The American's Latest Successes.

PARIS, July 23.—It was in the final (1,000 meters) of the 2,000-meter scratch race, and at the tape stood Zimmerman, Wheeler, Medinger, Louvet, and Verheyen.

The riders named constituted the five firsts from the five heats, and the contest in the final promised to be a team race between the best two Americans and the best two Frenchmen, with "Dutch" Verheyen thrown in. Such it proved to be, and America won with three or four good lengths to spare, out of a sprint in the last 300 yards. "King" Medinger was completely beaten off, and Louvet was a length behind him.

But the grand coup of the day, although of course the scratch race was productive of greater significance, was the mile handicap, in which Zimmerman at scratch conceded starts up to 100 meters to eighteen competitors and won by six or eight lengths. The excitement was great and when Zimmerman sailed down the homestretch ahead of the "last man to catch," the crowd stood up and shouted its loudest. "Zim" was compelled to ride around another lap, so the people could howl again and confirm all their impressions of what he looked like.

### The Applause Was Generous

in the extreme, speaking well for French hospitality, even the jury breaking into hand-clapping and congratulating the great rider upon his victory. It was another "American day," with Zimmerman first, Wheeler second, and the others not very close, excepting that, in the handicap, after making pace for Zim until the latter was within hailing distance, Wheeler got lost in the bunch and didn't get out. The best men in the handicap, besides Zimmerman and Wheeler, were Verheyen, Louvet, James, Hermet, and Crooks. Fournier was entered, but didn't start.

Notwithstanding that Zimmerman had been suffering from dysentery during the week previous, and had been, therefore, deprived of going beyond a moderate pace in his training, his racing yesterday was the most sensational of any in which he has yet engaged. The handicap, with nineteen men on a track which takes more than three laps to the mile, was exciting enough for anybody, and when Zimmerman made a rush and went through the field for the home sprint several volcanic shouts, that were decidedly American in their tenor, came from the grand stand. It was a difficult task to get through the field, and at one time Zimmerman sat up and it seemed clear that he could never win a place. In spite of this, however, he covered

### The Mile in 2:09 1-5,

and there is scarcely any doubt but that he would have lowered the competition record (2:08 1/2 by Sanger) had he not been hindered.

The first race on the programme for the warm Sabbath afternoon was the scratch race of 2,000 meters for the heats and 1,000 meters for the final. The first heat went to Verheyen, who won somewhat handily from Baras, Leneuf, and Girardin. The next was Wheeler's heat and he won with scarcely a struggle from Fossier, Vignaux, and Max. Then came "Zim" for the third heat, and he had a "snap," defeating Hermet and Mercier. Medinger won the fourth from Meline and Jacqueline. The fifth heat was a hot one, with Louvet, Crooks, and James to do most of the fighting. Louvet won, with Crooks a few inches to the bad. Then came the final. Wheeler was on the pole, with Verheyen behind him; Zimmerman was next, with "the king" at his rear, and Louvet was on the outside.

Medinger's trick was to get on Zimmerman's rear wheel, as he did at Brussels, and he had said he was going to do so again, but "Kid" Wheeler was looking out for that and he instead hitched onto the "grinders" bobbed as the word was given. Medinger and Wheeler both made for the position, but the latter had the advantage. Wheeler remained right there and never gave Medinger the chance he was looking for.

### Zimmerman Set the Pace

which was slow most of the way, so that when the sprint was started upon rounding the turn he was in the lead, and Wheeler was following as close

as a twin brother. The two Americans led into the homestretch, with Louvet on the outside and almost on equal terms with Wheeler. Medinger was behind Wheeler and Verheyen was next to Medinger. Louvet made a game struggle but couldn't hold the pace, and Medinger passed him in his fight to follow Wheeler. From the half-way point in the homestretch Zimmerman and Wheeler both pulled away and increased their lead over Medinger and were rapidly widening the gap as the tape was crossed. Medinger sat up a few yards from the tape, seeing that he was beaten but, finished ahead of Louvet. Zimmerman and Wheeler crossed the tape less than a length apart. There was no "understanding" between Zimmerman and his mate Harry and the latter did his best to win the race. "Zim," however, looked under his arms and saw the "kid's" front wheel coming and he put on enough more steam to get out of the way. Time for the kilometer, 1:51 1/2.

When Zimmerman looked ahead of him, as he waited at his mark for the mile handicap, he saw Wheeler at 30 meters, Verheyen and Louvet at 40, Hermet, Crooks and Baras at 50, Fossier, Jacquelin and Leneuf at 60, Meline and Max with 70, and others to the number of eighteen all together as far as 100 meters, or about 110 yards.

The prospect of catching such good men as Crooks or Louvet at their rather generous starts was not encouraging, although Crooks had argued that the limit was too low and that the handicap had been arranged for Zim to win.

### At the Get-Away

Zim made a streak to catch Wheeler and succeeded in doing so before the lap was completed. The pair then went into the thick of the fight, their new light-blue silk shirts looming up conspicuously as they were seen to overtake the riders in succession. On the backstretch in the second lap Zimmerman sat up, being unable to get past the crowd. He remained in the midst of the group of flying wheels and legs until half the backstretch had been traversed in the final (third) lap. Then he made an effort and with a tight squeeze near the fence managed to get by on the outside. When he turned into the homestretch there were three or four men yet ahead of him, including Mercier, who had had 90 meters. Coming around on the extreme outside he "cut loose" for home and spread out a sky-blue streak in front of the field, winning by three lengths, with Jacquelin second and Mercier third. Zimmerman had hardly expected that he could win, as he was far from being in perfect physical condition and, as he himself remarked as he went to the dressing-room, he rode the race "more with his nerve than with his legs."

### The Races Yesterday

were the last in which Zimmerman will compete at Paris for some time. He will be seen at Bordeaux, at half a dozen points in England, at Lille, and at Geneva, Switzerland, before riding here again. The handicap marked the final of a series of three match races that were in the terms of his contract, and was put on as a

handicap because nobody could be found to match against him. The management has made its money back on "the Skeeter" and, therefore, is in good spirits.

The Americans in Paris are somewhat curious to know the identity and motive of the person who has taken unto himself the duty of writing to all the leading cycling papers of the United States and spreading broadcast the impression that Zimmerman purposely lost the race at Florence, Italy, in order that by the terms of his arrangements with the track management, he and Wheeler together could get all the money there was in sight. The proposition to go to Italy was first presented to Wheeler, because Zimmerman was supposed to be obliged to ride in Paris on the date in question, and in Zimmerman's own words he was "taken into the deal as a later feature."

Zimmerman expressed himself as follows yesterday: "Throwing races is not in my line. I wouldn't throw a race for five times the amount involved in that Florence affair, for I am here to win if I can. I don't know who this W. B. G. is and I do not understand how he has any license to make such statements. The wide publication of his story is somewhat embarrassing to me as it puts me in a dishonest light in America. I should like to meet this W. B. G. some time. I might kiss him." J. M. ERWIN.



F. J. TITUS ON A SPALDING.



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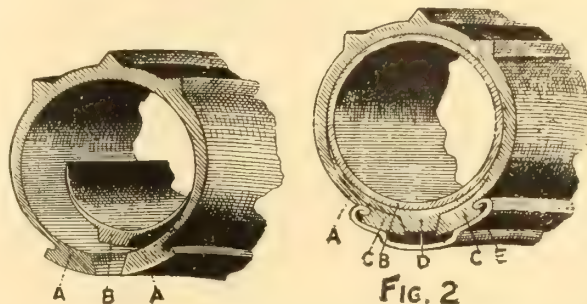
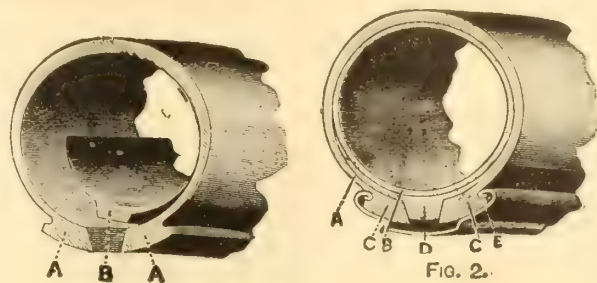
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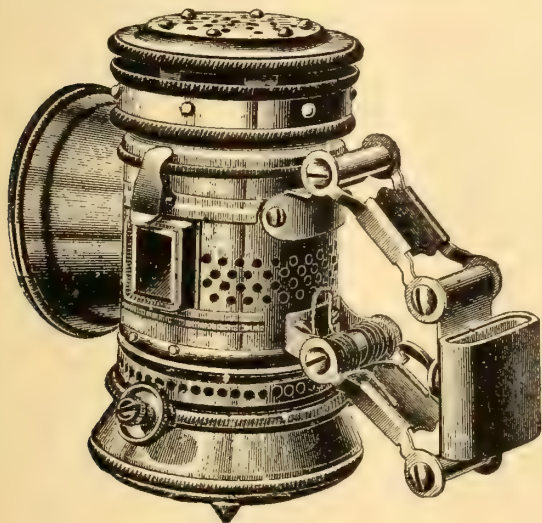
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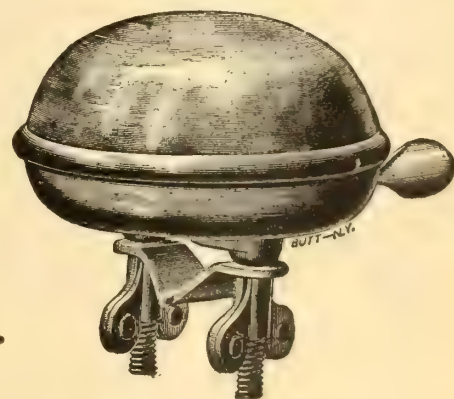
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The latter is also the root of all evil, yet note the crowd searching for the root. It is worth **your time** and **money** to spend both in noting the winners, pleasure seekers, and tourists, who are continually thronging our factory to inspect and buy none other than

## The Syracuse

Built for use and victory. They spend their time; they spend their money; they secure the fleetest, best, and most durable WHEEL on the market to-day. With our proposed enlargement of factory, new devices and machinery, the cycling loving public can wait with pleasure the development of THE SYRACUSE for the SEASON OF '95.

Western Agents,  
**A. F. Shapleigh Hdw. Co.**  
ST. LOUIS, MO.



Manufacturers,  
**Syracuse Cycle Co.,**  
SYRACUSE, N. Y., U. S. A.



# A BENGAL EPISODE

BY A. S.

## CHAPTER 2.

In 1883 I was traveling accountant for the Irrawaddy Steamboat Navigation Company, of Calcutta, India. This company is, perhaps, the wealthiest in the world, deriving its entire income from trade on inland waters. It owns upward of forty large side-wheel and propeller steamboats, many of which rival the finest of those floating palaces on the Mississippi, or the splendid specimens of American marine architecture—the Fall River boats. Its greatest traffic is borne upon the waters of the sacred Ganges, and the vast and far-reaching Brahmaputra and the Irrawaddy, from which its name was adopted. The originator, financial pilot, and largest shareholder in this gigantic enterprise is Sir William McKinnon, the gentleman who footed most of the bills incurred by Explorer Stanley during his last expedition; but enough, I am switching off my proper track so will return to my “mutt-tons,” as the French say.

My duties as accountant were arduous in comparison with those of the average Anglo-Indian, my home was the entire fleet of the Ganges, and my time was employed in examining the freight and passenger books, certifying to their correctness, reporting receipts to the central office, keeping in touch with the company's agents along the line, as far as was possible, and trying to do the work of two able-bodied Englishmen. It was in the summer of 1883 when I overworked myself to such an extent that one night, as I lay stretched in a hammock on the deck of the magnificent “Jumna,” I felt a sickly chill come over me. The night was dark, with the exception of an occasional blink of moonshine, which gleamed now and again between the heavy clouds, as they floated sullenly across the moon. We were tied up to a small landing stage, at which we had just unloaded several tons of supplies, destined for an up country ‘lac factory. I had been lying thinking of nothing in particular, and thanking my stars that I passed the greater number of my nights on the cool river instead of in the hot bungalows at the tea-gardens, where many of my friends spent lives of semi-exile. My servant Chunder was working the punka for my benefit and keeping up a low, monotonous chant, when I felt the indescribable chill, referred to above, creeping over me. I got up, sent Chunder to prepare my stateroom, and slowly begun to walk the deck; my surroundings depressed me, a thick, steamy mist was rising off the river, and the voices of the night were not cheering, by any means. I heard

### The Sullen Plunge and Splash of the Crocodile

as he entered the steaming water, and I could hear, with great distinctness, the snorts of his kith and kin as they sought their food in the murky flood, the occasional cries of the various night birds, interrupted by some prowler of the feline race, served to depress my already failing spirits, and I turned my steps toward my quarters, inwardly congratulating myself that in five days I should set my foot once more in the Indian metropolis, Calcutta, and be able to indulge for a short time, in my favorite pastime—cycling. With such pleasant thoughts, despite the unpleasant feverish feeling which was increasing, I fell asleep.

I was awakened by a sensation of heat and suffocation. It was broad daylight and I could hear the officers giving orders preparatory to getting under way again. I attempted to sit up but the moment I raised my head I felt a reeling sensation which compelled me to resume a reclining position; I also noticed that I perspired with unusual freedom, and came to the conclusion that something was wrong.

It was fortunate for me that among our passengers was an army doctor—Hammond by name. Hammond and myself had become very friendly during the three days he had been aboard; he was a chess enthusiast, and as I was what is called in America a “crank” on the same subject, a friendship arose between us, which promised to be more than a passing fancy. Hammond was fifty, if a day, tall and severe of feature; I had never seen him speak familiarly with any one on board excepting myself, and being a young and comparatively inexperienced man I felt pleased at the exception made in my favor.

“My dear fellow, you are in serious trouble,” said he after a thorough examination, during which he had not spoken a word, “you have a

### “Severe Dose of Jungle Fever

and can make up your mind that you will not audit accounts for three months at the earliest, and my advice is for you to get up into the hills without delay, if such a thing is possible.” (This was far from pleasant information, but I felt the truth of his words and grumbled not.) The medicine chest of the “Jumna” provided drugs sufficient to keep me reasonable until we reached Calcutta, where the excitement consequent upon the visits of numerous acquaintances was too much for me, and I passed mentally into

*That fantastic realm.  
My thoughts were combinations of disjointed things  
And forms impalpable, and unperceived  
Of others eyes familiar were to mine,  
And this the world calls madness.*

I remember well when reason returned, I was lying on a low couch, placed on the shady side of the piazza of a fine bungalow; the air was deliciously cool, and a gentle breeze blew steadily from a vast range of snow-capped mountains which reared their shining crests apparently into the very vault of heaven. The awakening to consciousness had been so gentle and pleasurable that it was some time before it occurred to me to recall the past. I was at length aroused by the fall of a footstep, which sounded with military regularity, approaching the bungalow, and in a few moments the severely aristocratic form of Dr. Hammond came in view. I presume he noticed the change in his patient, for when his eyes rested upon me he quickened his step and was soon standing beside my couch. Is it not a remarkable feature in human nature that we some times feel an absolute confidence and restfulness in the presence of a certain fellow-being, when the sight of another will fill us with the opposite sensations, even without a knowledge of the nature of either? My feelings toward Dr. Hammond were those of perfect trust. I felt vaguely that this grave, calm man must know exactly what my needs were, and when he said, “Kenyon, you will be on your feet in a couple of weeks,” I wrung his hand and said, “Thank you, doctor.”

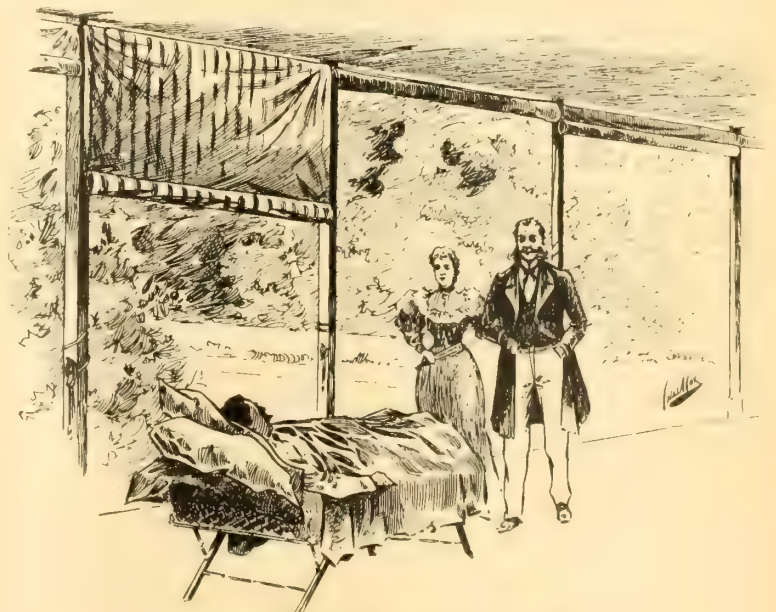
I was becoming mentally active very rapidly. I remembered the night upon which the illness overtook me, and my mind swiftly followed up events until Calcutta was reached, when there came a stop. Hammond was sitting close by, thoughtfully watching his patient, and seemed to divine what was passing in my mind.

“You appear to be puzzled with your surroundings,” said he, “and as I presume you have no very distinct recollections of the events of the past month, you will perhaps be interested in learning how you came here. Well,” he continued, “after you became light-headed, I saw that there was danger in the case, and

### “Calcutta in the Hot Season Is no Place for a Fever Patient.

I was on my way to meet my daughter, who had been spending some months with her Calcutta friends, when I first became acquainted with you on the ‘Jumna,’ and, to tell the truth, your company was so agreeable that I asked permission of your employers and relatives to bring you up here, where I knew your recovery would be sure and rapid. My daughter, Marion, has been your volunteer nurse for the past month, and so anxious has she been about her charge that I verily believe the poor girl has lost flesh. It will be a great pleasure to her to be introduced to you, and she has never ceased asking me when you would be able to speak reasonably, as you have talked the greatest rubbish to her for the past two weeks, and made her almost distracted by your obstinacy.”

“Well, doctor,” said I, “I do not feel able to express my thanks to you or your brave daughter for the kindness shown to an utter stranger. I can not hope to repay you, but shall always think and live toward that object.” And I clasped his hand warmly, as he nodded an acknowledgement to my



“I remember well when reason returned.”

sentiments. “You shall speak to my daughter, tomorrow, young man,” he said, “and in the meantime don’t excite yourself, as you can not stand the strain.”

Hammond rose and entered the bungalow. I heard the sounds of a whispered conversation, some pleading requests in a female voice, met with a gentle refusal on the part of the doctor, and then all was quiet. Evening brought the mosquitos, and also to my great surprise—my servant Chunder. The poor fellow was overjoyed to find me rational once more, and his lively demonstrations of pleasure were a source of great amusement to me. “Sahib, good speak now,” he remarked, “not sing, not fight, not call any more.” As soon as his exuberance had subsided I learned from him that I had been a



most troublesome invalid, fighting my benefactors, calling and singing at all hours, and making such a nuisance of myself that I felt I should be almost ashamed to look them in the face after learning of my behavior. Chunder was an exception for a low-caste Hindoo—he was honest. I have employed many natives in various capacities, and can say without exaggeration that it is the exception rather than the rule to find an honest servant among them. Chunder strongly believed in caste, and as he was my only servant now I had to treat him with a consideration which his highly religious organization appreciated.

#### **Caste Is Everything to the True Hindoo.**

You must not ask your tailor to carry water, or your cook to look after your horse; to request such services would be a direct insult; such is the teaching of his religion.

I slept soundly after my first day of consciousness, and dreamed of bright eyes, and fancied I could hear the gentle voice of my self-appointed nurse whispering to her father about me. I awoke early and felt almost strong enough to get up and out. The noise of birds and the sweet scents of flowers penetrated my apartment and made me feel a strength and activity which my will could barely keep in control. I ate ravenously at breakfast and was stretched at full length upon a low couch on the veranda when the doctor approached with his daughter. She was a tall, fair, beautiful girl of twenty, possessing her father's fine carriage and quiet manners. She expressed her delight at being able to enter into intelligent conversation with her patient, and before the day was over I had decided that Marion Hammond was the most fascinating and beautiful girl I had met in all my wanderings.

#### **CHAPTER 3.**

In a week's time I was able to get about and satisfy myself as to my place of sojourn and its vicinity. The bungalow was a large, low-pillared building, with a heavy thatched roof which reached within six feet of the ground and covered in a wooden platform. It was under this roof that I spent my days of convalescence. A picturesque flower and vegetable garden almost surrounded the residence, and here I distinguished the sweet pea, and morning-glory in all the splendor with which the tropical climate had endowed them. A large tree which I could not name, but which was bearing a small nut, faced the front of the bungalow, and from one of the lower branches was suspended a hammock. This was Miss Hammond's favorite resort, and almost every evening, when the cool breezes fanned the scorched face of nature, she might be seen in her favorite hammock reading or gazing dreamily into the blue sky, "in maiden meditation, fancy free."

I had almost forgotten to say that the doctor had, with wonderful forethought, brought my bicycle from Calcutta. He was a progressive man, and at once saw in my trusty wheel an aid to recovery. Therefore, imagine my delight when I learned that the roads were splendid for many miles around, and I lost no time in beginning my study of local geography in company with my host's daughter. Miss Hammond was fond of horses and a fearless rider, and Julep, her pony, soon became accustomed to the noiseless company of the bicycle, while the doctor seemed pleased that his daughter had found an escort. He spent part of his time at the Patanur fort, a military station some seventy miles northeast of Khatruander; the bungalow was six miles from the fort; and a typical Indian road connected both places. As my strength increased, and whenever the weather was sufficiently cool, in company with Miss Hammond, I wheeled to the Patanur to accompany the doctor home. There were a few native huts a short distance from the bungalow, inhabited by the household servants and the gardeners who supplied fruit and vegetables to the fort. They were of the docile class found in many of the northern districts of her Majesty's vast dominion, the women being the ignorant and passive servants of men, with no ambition or aim in life but the growing of their vegetables and sufficient rice to keep themselves in bodily comfort.

One hot day in March Chunder came running breathlessly into the bungalow with the exciting information that a large man-eating tiger had attacked one of the gardeners on his way to the fort with the fruits of his labor and had killed his pony, besides severely scratching the man, who had run with speed, born of terror, to the village to arouse his kindred to avenge his loss. Tigers were rare in Patanur district, and the advent of a man-eater threw the settlement into a frenzy of excitement. The doctor happened to be at home, and on receipt of the news his eye kindled with the fire of youth; he had been a great hunter in his earlier days and the word "tiger" roused his fighting blood; a hurried consultation was held, and it was decided to take the warpath at once while the trail was fresh. In half an hour every adult male resident had been summoned; spears, hatchets, flintlock and three army rifles composed the armament, which, with a detachment from the fort, would make an army strong enough to strike terror into the heart of the fiercest royal Bengal that ever picked a bone. The doctor declined to allow me to become one of the party, which, he said, would have to travel, perhaps, through miles of jungle under the hot afternoon sun, so against my dearest wishes I was doomed to stay at the bungalow. I still had the pleasure of his daughter's company, for her father also declined to allow her to be exposed to danger, notwithstanding the entreaties of the plucky girl.

Amid a hubbub of merriment the party started off at a rapid rate up the road to the fort, and soon the sounds of the hunters' voices subsided in the distance. Miss Hammond and myself sat under the drooping eaves in the shade, recounting our hunting adventures, which the present incident brought to mind, and as the sun began to disappear behind the mighty

range of mountains, and the cool evening breezes breathed gratefully upon us, she proposed a seat in the hammock, under the great tree, whose luxurious foliage shaded the ground invitingly. I sat beside her and read Daudet's latest novel, "Black and White," until I found that either the monotony of my voice, or weariness brought on by the excitement of the afternoon had

#### **Lulled My Lovely Companion to Sleep.**

I sat there in deep thought, watching her peaceful countenance, a strange feeling had recently come over me when in the presence of Marion Hammond. Long separation from the follies and fancies of Anglo-Indian fashionable society had allowed to grow, untarnished, all those beautiful, womanly, and lovable qualities which invariably appeal to the heart of a young, observant, and susceptible man. What chance had brought us together? Had Providence some special design in view when I was laid low with fever? The more I thought over the events of the past three months, the more certain was I that this meeting and friendship would become an epoch in my life, and I mentally resolved that I would at some time, when fortune favored me, enter my claim to her hand. It was 4 o'clock, and just getting comfortable; several of the native women were moving around the bungalow, and as I did not care to trust too much to their honesty I arose quietly and approached the entrance. They disappeared around the back, and I followed to see them off the premises, when a noise in the woods, a short distance off, caused them all to shrink with terror and turn helter-skelter into the stable. I stepped forward to ascertain the cause of the disturbance, when I saw, with the blood freezing in my veins, an immense tiger bounding across the clearing straight for the bungalow. I drew hurriedly back and turned through the passage-way to the front, just in time to see the huge cat spring up the tree and crouch down among its branches. I turned my eyes on the hammock in which reclined, in peaceful unconsciousness, the noble girl who had probably saved my life. The tiger seemed not to notice the sleeper; he was evidently bent on concealing himself from some expected danger, and I could just catch the outline of his supple body as he lay along a thick limb looking uneasily around. I will not attempt to describe my thoughts at this moment. Many times since I have faced personal danger and felt, I will confess, fear; but here I was helpless, utterly unable to render any assistance to the endangered one. Every semblance of a weapon had been appropriated by the hunting party, and I sickened when I thought of what any minute might bring forth. I watched my tormentor for a moment, and the form of the reclining girl, when suddenly I saw her eyes open and turn full on the beast, which, however, was not in a position to see her. I raised my finger just in time to catch her sight. I saw her shudder slightly and close her eyes as if she understood the situation and resigned herself to the apparently inevitable. A moment more and my plan was formed, and I strode silently through to the stable, where I found the women crouching tremblingly against the wall. In a few words I commanded them to lie still and not speak until I returned, an injunction which I knew, in their terrified condition, they would obey.

#### **My Bicycle Was Leaning Against the Wall,**

and casting a hasty glance over it I opened the rear door noiselessly and wheeled it out. Up the roadway toward the fort I sped as I had never before rode. I was endowed with a double portion of strength, and felt neither fatigue in limb nor loss of breath. Mile after mile I sped, and at length saw the welcome but frowning wall of the sturdy fort looking down from its massive rock. The sepoy sentry, who was invariably at the gate, saw me coming at breakneck speed toward him, leaving a long trail of dust behind, and came hurrying down to the roadside. While yet some rods off, I cried, hoarsely: "Your gun and cartridges, man—the tiger is at the doctor's!" I sprang from my wheel and seizing the rifle, wrenched it from its astonished owner, at the same time shouting to him to take off his cartridge belt; after a moment, in which he appeared dazed, he seemed to grasp my meaning, and quickly unbuckled the belt and handed it to me, and at the same time another of the sepoys came running down with another rifle and belt for the sentry. I doubt, reader, if you can realize my feelings at this time. Picture to yourself some terrible calamity overhanging some dear friend, the safety of whose life was wholly in your hands. Let us imagine a train rushing toward a broken bridge of which you were aware, and yourself vainly striving to cross the swollen torrent to warn the engineer of his doom. The pant of the engine sounds frightful to the ear, drawing nearer and nearer until your senses become strained to the uttermost, and you plunge into the stream and battle against it for the life of some friend who you know is a passenger. Such a feeling filled my being at the moment I started for the bungalow. Oh, how slowly I seemed to move—the mental agony of the moments which elapsed until I caught a glimpse of the tree of fate was unspeakable. All was silent as I drew near, and caution again took possession of me as I approached the bungalow, which lay between myself and the tree, happily covering my approach as it had my departure. I was greatly excited, and I laid my wheel on the grass and unslung the rifle, examining it to insure its being loaded. It was a Martin-Henri of the latest pattern, the rifle I had always used at the targets; I understood it thoroughly, and knew if I could only steady my nerves there would be no fear. Cautiously I crept through the passage to the doctor's bedroom, which faced the tree, and my heart almost stopped beating as

#### **I Saw the Great Tiger Slowly Descending**

the trunk backward; the hammock still bore its beautiful, but apparently inanimate burden; not a movement was observable. I raised the rifle to my shoulder expecting that immediately he reached the ground the great cat



# The Winner rode a "Triangle"

FIRST DAY.

**NIGHT MESSAGE.**  
**THE WESTERN UNION TELEGRAPH COMPANY.**

INCORPORATED  
21,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission. This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THOS. T. ECKERT President and General Manager.

NUMBER	SENT BY	REC'D BY	CHECK
3049	E R	35 paid note	1001

RECEIVED at 1026p 7/31/894

Dated Steubenville Depot O 31

Ohio Rubber Co

E C Johnson three firsts R F Goetz three seconds  
George Comstock one first R F Goetz rode the fastest  
half mile for a state resident in one minute &  
four fifth on triangle wheel

P. Hussey

SECOND DAY.

Five Firsts, Two Seconds, One Third.

WINNING THE

One-Mile Handicap, Class B. Two-Mile Open, Class B. One-Half-Mile Open, Class B.  
One-Mile Handicap, Class A. Two-Mile Handicap, Class A.

BREAKING THE

ONE-HALF-MILE STATE RECORD in 59 3-5 Seconds.

(Sanger's and Tyler's time 1 minute flat.)

A GRAND TOTAL OF SEVENTEEN PRIZES

Won by the three men, JOHNSON, GOETZ, and COMSTOCK,

ON TRIANGLE WHEELS IN TWO DAYS.

(VALUE OF PRIZES, \$1177.50.)

The Peerless Manufacturing Co., Cleveland, Ohio.

Mention The Bearings



would make a leap toward it. Now his feet touch and he crouches to spring, but not in the direction of the hammock; a feeble bleat strikes my ear, and silently pushing the curtain aside I noticed our pet sheep running up toward the bungalow, bleating piteously. The tiger crawls along on its belly toward the victim. I can see the glisten of his white fangs and the red lining of his cruel mouth. The sheep catches sight of his foe and stops trembling, fascinated, while the tiger closes in; at that moment I felt a thrill of triumph, an estatic thrill, the reaction after a deadly fear. The huge brute is within twenty yards of the muzzle of my rifle which I have had pointed at the vital spot behind the foreleg; he pauses to spring; I plant my foot, and grip the stock more firmly, glance along the barrel and press the trigger. Simultaneously with the report a terrible shriek goes up from the stricken beast; he springs high in the air to fall writhing in the flower-bed.

mal descended the tree, and she returned to consciousness she thought I had deserted her, but an instant's reflection, and catching sight of the gun barrel pointing through the curtain banished such a thought, and she calmly and trustingly awaited the final tragedy. The doctor praised my nerve and thoughtfulness, and thanked his stars that he had brought up my bicycle, which he claimed had saved his daughter's life.

The friendship between the doctor and myself is now only exceeded by my regard for his daughter; we shall take a trip to Calcutta for the rainy season, at which time her father will transfer the guardianship of Marion Hammond to Phil Kenyon.

A. S.

#### Denver is Ready.

DENVER, COLO., August 5.—Ere this issue reaches its readers the League of American Wheelmen, or at least a part of it, will be speeding toward the annual meet at Denver, and it will undoubtedly prove to them the justice of



THE RAMBLER PACIFIC COAST TEAM.

C. S. WILLES.

R. AYLWARD (Trainer).

W. A. TERRILL.

R. L. LONG.

W. L. FOSTER.

A. L. ATKINS (Manager).

OTTO ZEIGLER.

W. H. HALEY.

My aim had been true, no second shot was needed. I laid down the rifle, and hastened to the hammock to find my sweetheart with her bright eyes wide open. She was pale and trembling from the ordeal through which she had passed, so calling the native women we led her tenderly to her room to rest. Not long after the sound of tramping and kettledrums reached my ears, and there, just bursting through the jungle border, appeared the hunting party hard on the trail of the tiger. I saw the doctor's cheeks blanch when he caught sight of the dead monster. He asked hurriedly if any one had been hurt, and hastened to his daughter's side when I briefly narrated the adventure.

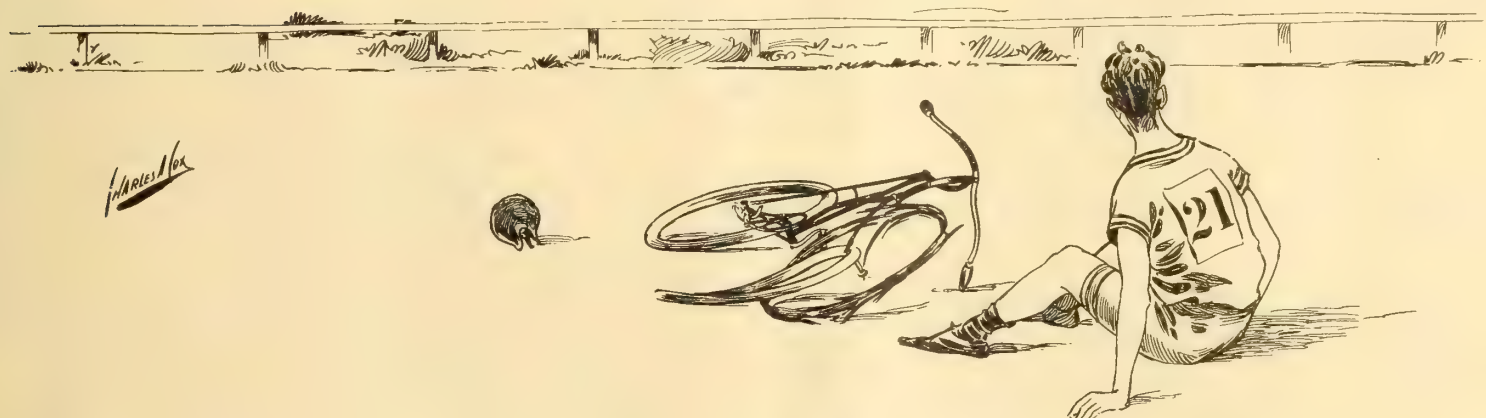
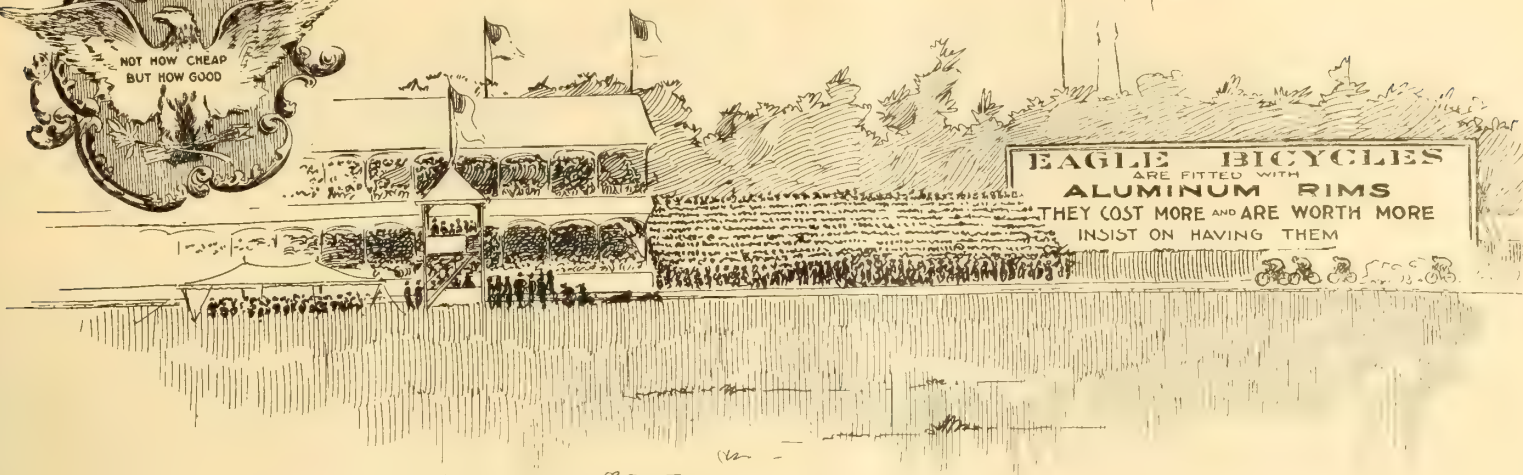
Strong of nerve and constitution she quickly recovered from the shock, and in a few days was once again my companion. She told me that when she first saw the tiger she made up her mind that she was lost, and expected every moment to be pounced upon and torn to pieces. Terror closed her lips, and in all probability saved her life. She confessed that when the ani-

mal descended the tree, and she returned to consciousness she thought I had deserted her, but an instant's reflection, and catching sight of the gun barrel pointing through the curtain banished such a thought, and she calmly and trustingly awaited the final tragedy. The doctor praised my nerve and thoughtfulness, and thanked his stars that he had brought up my bicycle, which he claimed had saved his daughter's life.

W. J. Edwards, the Californian, left the Columbia team at Chicago, starting for his home in California to get in good condition.



THE BEARINGS  
CYCLING AUTHORITY AMERICA



Rider with broken wheel—There's a \$50 prize gone. If I had read and heeded that sign I would have won it hands down.

# MONARCH BICYCLES

## STAND UP

Over 12,000 Monarch Riders  
will tell you so.

BEST FOR BUSINESS.  
BEST FOR PLEASURE.  
BEST FOR SPEED.

Light, Rigid, and Durable.

RIDE A MONARCH AND KEEP IN FRONT.

## Monarch Cycle Co.

42 to 52 N. Halsted St., CHICAGO.

RETAIL SALESROOM, 280 Wabash Ave.

MENTION THE BEARINGS

THE C. F. GUYON CO., 97 & 99 Reade St., NEW YORK.

Eastern Distributing and Sales Agents.







DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, AUGUST 10, 1894.

No. 23.

Published every Friday by  
**THE HILL CYCLE MFG. CO.**  
OFFICE AND FACTORY,  
142-148 W. Washington St., Chicago.

**SUBSCRIPTIONS:**  
Models 18 to 22, Racers, \$150.  
Model 25—Road Wheel, \$135; Palmer tires and wood rims  
Model 27—Road Wheel, \$128; M. & W. tires and wood rims  
Model 29—Road Wheel, \$125; M. & W. tires and steel rims  
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

### THAT'S WHAT'S UNDER THE ENAMEL.

We quote: "The whole of a bicycle can not be seen at a glance. It takes a year or two of use to demonstrate what is under the enamel."

So say our friends, the enemy. For instance, in Boston, in 1893, there were sold 168 Fowlers, and so well did the riders of them find out what was underneath the enamel, that in the year of our Lord, 1894, with a list price of from \$3 to \$25 more than wheels made within 100 miles of their own city "with claims on them for superiority," etc., as long as the good roads petition to Congress, there were more Fowlers sold there than any other high-grade wheel, and not one Fowler went for less than list price. If we had but sold one-half as many as the "best on earth," "cock of the walk," "top notcher," "high-low-jack-in-the-game," we would be doing ourselves proud; but we did more.

That's what's under the enamel!

### WE WONDER

Why some employers of the soiled dove aggregation (Class B) don't advertise their wins. Haven't they got any show for their money, or don't they consider them any advertisement?

### UP TO DATE

At \$20 per win, Fowler victories would have cost the employers of Class B teams something like the tidy sum of **Five Thousand, Eight Hundred and Twenty Dollars.** Fowlers are not pushed by "hired men." They don't require it.

## FACTS AND FIGURES.

### What it Costs to Run a Class B Team —Figures for the Careful Perusal of Employers.

Does it Pay to Spend Money on Teams?—What Benefit is Derived?—An offer.

We present to the readers of The TRUTH this week some startling figures as to what it is costing the makers who support Class B teams. In making the estimate, we have in mind a team that is probably the least expensive of the many now roaming around the country. You will see by the careful perusal of our figures that we are many dollars ahead, under the actual cost, rather than over. On a basis of three riders, a manager, and a trainer, we get the following expenses:

Salary—Manager, per week,	\$ 30.00
Trainer, " "	20.00
3 riders, at \$17.50 each,	52.50
2 rubbers, at \$9.00 each,	18.00
	<hr/>
	\$120.50
Board and laundry—	
5 men, \$2.50 per day, week	\$ 87.50
Rubbing stuff, express, per week,	
incidentals, general,	12.50
R. R. fares for 5, per week,	60.00
	<hr/>
Total for week,	\$280.50
Counting April, May, June, July, August, and September, 6 months,	
26 weeks, it makes a grand total of	\$7,293.00
Deduct 4 weeks' railroad fare for preliminary training,	240.00
	<hr/>
	\$7,053.00

The grand total looks large, doesn't it. You can hardly believe it, eh? Were we to say that a trainer of Class B riders got \$20 per week it wouldn't sound large and you would not doubt it. Likewise Class B riders getting \$17.50 per week. But we present the expenses of the whole season and it looks very large.

What is derived from this means of advertising? Every one knows that those men are hired to ride the wheels they do. Class B wins in the public estimation are not worth \$1 per win. One sure thing, they do not help the local agent any. The manufacturers put all the money they can rake and

scrape together in their teams and they can not afford to tie up any money in racers to be loaned to the local riders. That is one place where it hurts the agent. Then again, most of the principal employers of "soiled doves" do not attempt to get any benefit whatever from the wins. You have probably noticed that several of the largest makers do not even attempt to advertise the wins of their teams. Whether it is because they don't win enough to brag of or whether the maker only keeps the team because others have one we do not know. It is sufficient for us to know that we are deriving more benefit by not having an expensive team to spend our money.

If the maker who spends \$7,053 on a team in one season would take this money and spend it in advertising he would be able to get seventy pages of advertising in each of the four largest cycling papers in the country. Then he would derive some benefit from his money.

We may be wrong in our estimate. If we are let the employers of the "hired men" set forth their views and we will give them space. If we haven't space in this one paper we will get two.

Again we ask, Of what use is a racing team?

### THEY CHANGED THEIR TUNE.

When B. B. Emery & Co., of Boston, took their place on Cycle Row and began hustling the Fowler and selling on the installment plan, the cry used against the Fowler was that it was an "installment wheel" (the only thing they knew against it). Soon, however, they saw how the wind (customers) was blowing, and they all (no exception) began to hustle to beat the band to head off the Fowler boom. It couldn't be done, and they stopped talking against the "installment wheel," and hurriedly put little signs in the window:

WHEELS SOLD ON THE  
INSTALLMENT PLAN.

The editor recently took a stroll along Cycle Row (Columbus avenue), and with tears in his eyes gazed at these innocent little signs and thought and thought how the mighty had fallen. From the "standard of the world" to the little "I am" 'twas all the same—"wheels on the installment plan."



# TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

## FOURTEEN SPACES LEFT.

Makers Have Engaged Nearly All of the Space at the Chicago Show—Frank Egan's Opinion.

American makers know a good thing when they see it. This fact is clearly proven by the way in which they have recognized Chicago as the proper place for holding the cycle show of 1895. At the present time there remains but fourteen spaces unsold, and these are liable to go at any moment.

Frank Egan, editor of *Sporting Life*, has the following to say regarding Chicago's proposed show: "Hustling is a virtue prominent in the make-up of Chicago, and its practice has often enabled Chicago to win against the greatest of odds, a fact I believe that triple press alliance of the west is going to demonstrate most conclusively in this show business. In passing this opinion on show prospects for the ensuing year I am, of course, utterly in the dark as to what the national board of trade intends doing. It has been the policy of this organization from its inception to keep its actions, intentions and plans entirely secret, so that no one, in consequence, is in position to judge of New York's chances from anything actually known regarding them. This has given Chicago an opportunity it has not been slow to grasp and which will, in the end, make its show a success. Starting six months in advance of the actual show date, the National Cycle Exhibition Company has made public announcement of its dates, plans and what it proposes to do, and the consequence is, wins the first battle by default on the part of New York's supporters. The lesson of the World's Fair is being repeated on a smaller scale; in both cases New York, upon her prestige, played the part of the hare and got beaten out at the finish by the hustling terrapin of the west.

The result of all this is evident. We will have two shows again this year and the rivalry between the two will make both exhibitions record-breakers, and, in some cases, I much fear, bank-breakers, too, for those smaller makers who will seek to copy after the frog who was bent on inflating himself to the size of an ox by taking space and making a splurge at both shows. From the present outlook the Chicago show will have disposed of its entire floor space fully three months before the date of the exhibition's opening, a record, surely any exhibition can well afford to be proud of. With the price of spaces 10x10, as low as \$50, and from that up to the very choicest ones at \$150, the tariff is lower than the manufacturers have ever before been taxed for accommodations very much inferior to those offered by Chicago. The finest music in the west has been engaged and upon the stage a complete change of bill will take place each day; those who will recall the calathumpian melody of past shows and the tires me, never-clanging "stage performance," will bless Chicago for its efforts to improve on those two important essentials.

As before stated, I do not know what New York intends doing in this direction. As a New Yorker my sympathies are always in her favor, but as things look now the pace will have to be a faster one than New York has ever yet shown in such matters for her even to dead heat Chicago, much less beat her out at the finish. I have always felt that a union of the wheel press would accomplish much, and I shall be a very much disappointed man if, in the present case, that union does not beget a strength that will force the National Cycle Exhibition Company's show ahead at a record-breaking gait. Certain will it be that for once in the history of cycling an exhibition will be in the hands of those whose very existence is dependent upon the success of the trade and its welfare and progress, a state of things most desirable to the maker or agent who will be an exhibitor or visitor at Chicago.

The following have engaged space: Rouse, Hazard & Co., Western Wheel Works, St. Louis Refrigerator & Wooden Gutter Co., H. A. Lozier & Co., Marion Cycle Co., Ide & Co., The Gormully & Jeffery Mfg. Co., Crawford Mfg. Co., Yost Mfg. Co., Shapleigh Hardware Co., Eagle Mfg. Co., A. Featherstone & Co., Derby Cycle Co., E. C. Stearns & Co., Pope Mfg. Co., Kenwood Mfg. Co., Stover Bicycle Co., Union Cycle Mfg. Co., Hill Cycle Co., Monarch Cycle Co., Indiana Bicycle Co., W. H. Wilhelm & Co., Munger Cycle Mfg. Co., Syracuse Mfg. Co., Sterling Cycle Co., Black Mfg. Co., Two Speed Gear Co., Ariel Cycle Co., E. B. Preston & Co., Buffalo Tricycle Co., Warman & Schub, Meteor Cycle Co., Ames & Frost Mfg. Co., Eclipse Cycle Co., Julius Andrae, Relay Mfg. Co., Columbus Bicycle Co., Fulton Machine Works, Grand Rapids Cycle Co., The James Cycle Co., A. G. Spalding & Bro., National Cycle Co., Peerless Mfg. Co., Parkhurst & Wilkinson, R. B. McMullen & Co., Shelby Steel Tube Co., Indiana Rubber Works, Chicago Tip & Tire Co., Eastern Rubber Works, Palmer Tire Co., New York Tire Co., New Departure Bell Co., M. E. Griswold & Co., Braddock Hose Supporter Co., Rockford Tool & Sundry Co., C. J. Whipple.

HOWARD, S. D., July 21, 1894.—In regard to the discussion, which is now taking place relative to holding a national cycle exhibition in 1895, and which discussion seems to be open to everybody, permit me to say a word as a western agent;

It is, I think, conceded by all that a carefully conducted cycle show is of the greatest benefit to every one interested in cycling, from the novice to the manufacturer. All receive an inspiration that can only come from the assembling of the people, where new acquaintances are formed and old ones renewed. This being the case, it seems to me that the only point where discussion may run into disagreement is, "Where shall the exhibition be held?" This is of the utmost importance, for to be a success it must be where the people will attend. Now, no one will contend that it should be held in Florida; neither will any one say it should be held in Arizona; but all will unite in saying that it should be held where the greatest good will result to the greatest number of people. Now, I take it that the manufacturer wants to place his goods on exhibition where he can show them to the largest number of people who are not now familiar with his wares. I will concede that the bulk of the manufacturing is done in the east, but I want to ask if the companies are satisfied with just getting what trade there is right around home, when there is a possibility of opening up new territory that is sure to bring golden results?

Now, a word in regard to our western country. I will venture to say that we have the finest country in the world for cycling. Our roads can not be duplicated. One may travel all day if he choose without being bothered with poor roads. No dismounting for hills, valleys, sand, or stone. The possibilities, I say, can not be counted. However, there will be no forward movement without some effort. The western agent is full of vigor and is doing his share to arouse the enthusiasm of the people. We have our local meets and we enjoy them, and the impression lasts for a short time, but I tell you what the western agent needs more than anything else is to attend a national exhibition, and there meet the manufacturers and get acquainted with their ideas and methods; learn how they do business in the east, and there will be such a spread of cycling enthusiasm as will waken the whole eastern nation. Now, when an exhibition is given in New York, we don't know anything about it; it is too far from us. What we need and desire, and what every one interested in the manufacture of cycles should desire, is, that an exhibition be held at Chicago next year. Chicago can be reached by every one, and when anything is to be held at Chicago everybody knows it. Let us, then, have a show at Chicago that will eclipse anything of the kind ever given, and we will not venture to picture the immense good that will come from it.—W. W. Winden.

It is the desire of the eastern manufacturers to develop the western territory, we think they would naturally cultivate the western field. It is not expected that they can plow and plant the eastern ground, and then expect to reap a crop in western fields.—H. & D. Folsom Arms Co., New Orleans, La.

We favor the holding of one show, and prefer it to be in Chicago or Buffalo.—The Geo. Worthington Co., Cleveland, O.

The demand for bicycles is growing rapidly in the west, and we believe it would be to the advantage of the eastern manufacturers to show their goods in Chicago, as the average western dealer can not afford to go east to see an exhibit. We hope Chicago will be successful in her efforts.—Deere & Webber Co., Minneapolis, Minn.

I know of no city in the United States so suitable for holding a cycle show as Chicago. Count me as favoring Chicago. The cycle trade interests of the west need development and attention.—E. S. McLain, Newton, Kas.

We heartily indorse the project of holding a cycle show in Chicago, and believe the enterprise will have the hearty co-operation of all western dealers. It seems to us that there can be no scheme set forth that would be of more benefit to the trade than a national show, following, as it does, the national meet, held also in the west. Please consider us with you in every sense of the word.—Stokes Mfg. Co.

Manufacturers should be anxious to increase their trade in both the west and south; Chicago is the most convenient place for the show, and will attract the largest number of visitors.—J. H. Pall & Co., Nashville, Tenn.

I think that Chicago is the most suitable place that can be found for the annual cycle exhibition. I believe a larger number of dealers would attend the show if held in Chicago. Out of eighteen or twenty dealers here, I believe I was the only one who attended the New York show. Should the exhibition be held in Chicago, I believe that fully 50 per cent of the dealers here would attend. I shall certainly attend the Chicago show, and I know of any number of others who will do likewise. I think New York is too far east to secure a very large attendance of dealers, as those who live in the south and west are put to too much expense for the benefit that would arrive from attending a show.—Prince Wells, Louisville, Ky.

It is my impression that the greater portion of the agents in our section of the country would prefer going to Chicago rather than go to the east for the purpose of seeing a cycle show.—Powell Bros., Aiken, S. C.

We could not attend a show in any other city east of Detroit. We favor a show at Chicago.—Brewster Mfg. Co., Holly, Mich.

Chicago has shown the world what she could do with a world's exhibition, and she would not make a failure of a national cycle show. If the eastern manufacturers wish to successfully compete with the makers in the west for trade in this section let them exhibit at Chicago. If the show is held in Chicago thousands of agents can easily reach it in one day.—E. J. Roberts, Frankfort, Ky.

I approve of the efforts being made to secure the show in Chicago.—C. J. Bahler, Walnut Creek, O.

I see no reason why Chicago should not be the best place on earth to hold a cycle show. She is ahead of the world in all her undertakings.—M. R. Hull, Rushville, Ind.

We think that a show in Chicago would develop the western trade and stimulate western manufacture, and as the south is interested more or less in the development of the west, the Chicago show would be almost a direct benefit to it. Chicago is without doubt the place to hold the show.—Calhoun Bros., Beaufort, S. C.

We think Chicago is the best place for the exhibit.—Brown Bros., Ogden, Utah.

We think it is time the west got a share of the show business, and Chicago is the only place to hold it.—A. B. White, Ft. Wayne, Ind.

Let there be a show held in Chicago in 1895.—J. M. Erickson, Sharon Springs, Kas.

A show in Chicago will benefit the west. Much more so than one held farther east.—W. E. Disher & Co., St. Edwards, Neb.

While I am an eastern agent, I think that the west ought to have a show, and that Chicago is the place to hold it. I can attend a show held in Chicago much easier than one held in New York or Philadelphia.—C. B. Scoot, Bethany, W. Va.

I am heartily in favor of a show in Chicago, and will attend.—A. C. Snyder, York, Neb.

Chicago is the place for the show.—R. B. Curtis, Des Moines, Ia.

I favor Chicago as the site for the show, and will attend.—W. F. Vandervoort, Castletown, S. D.

I certainly think it is time Chicago had a good representative cycle show, and we guarantee a good attendance of agents.—Knight Cycle Co., St. Louis, Mo.

I am willing to do all in my power to enlist the co-operation and secure the attendance of those in my vicinity to the end that the Chicago cycle show may be a success.—T. B. Myers, Winfield, Kas.

Chicago is the place for the show.—S. F. Cogswell, Wolf Point, Mont.

Do not favor an eastern show at all. Would attend one in Chicago.—Miller & Gangrier, Mulberry, Ind.



Any assistance we can give for the furtherance and promotion of the Chicago cycle show will be cheerfully given.—Riddle & Fisher, Indianapolis, Ind.

Chicago is the city in which to hold the cycle show. Why manufacturers are so slow in realizing this is a mystery. A cycle show in Chicago in 1895 would be of incalculable good to the trade.—E. W. Swarthout, Aurora, Ind.

We are in favor of holding a show in Chicago. It will increase western trade and will give the manufacturers of the east an opportunity of selling their goods in larger numbers owing to the presence of agents.—W. W. Stanton, Quakertown, Ind.

I am very much in favor of a show in Chicago. The west is deserving of as much or more consideration than the east.—J. G. Bicker & Co., Dubuque, Ia.

I will attend the exhibition in Chicago. It is the proper place for a show for agents in this locality. It will save both us and the manufacturer time and money.—H. M. Wiedner, Lake Linden, Mich.

It is high time that the west was recognized with a cycle show. It will result in a deal of good for the agents. The writer shall surely be on hand.—Harman & Bell, Lima, O.

A cycle show will certainly result in a great deal of good in the way of educating the agents of the west, especially those of the smaller cities.—Chas. W. Cochran, Wabash, Ind.

We are in for the show in Chicago. We can and will attend it, but could not attend a show in the east.—Pallister Bros., Ottumwa, Ia.

#### FAILURE OF PEREGO & CO.

NEW YORK, August 6.—Ira Perego & Co., 23 Park Row, the official outfitters of the League of American Wheelmen, and a general sporting goods firm, closed their doors today and announced that they had assigned. The assignment was a general one, and no preferences were given. John J. Connolly, 51 Chambers street, is the assignee. The move was a totally unexpected one, the general hard times prevalent in the trade, together with a large obligation due today, made assignment absolutely necessary. The liabilities will not exceed \$50,000, but as yet, and for several days to come, it will be impossible to state accurately the amount of the assets. Besides the entire stock at the store, Ira Perego, Sr., will give up his private residence in Prospect place, Brooklyn, to satisfy the creditors.

The firm of Ira Perego & Co. was composed of Ira Perego, Sr., Ira K. Perego and Arthur W. Perego, the last named being a prominent member of the Long Island Wheelmen, and as popular a man generally as could be found in this city or Brooklyn. There is no doubt but that he will attempt to open a new place on his own account when the present difficulties are arranged. When questioned on this matter he said, "I am totally unable to state anything definitely as yet. In looking over the books I find several firms owe us money, whereas we were under the opposite impression. All that caused this move was the difficulty we experienced in collecting outstanding accounts with which to meet our obligations. In the course of a week we will have a complete statement ready for the public, but until then we would prefer to say nothing.

#### PHILADELPHIA TRADE NEWS.

PHILADELPHIA, PA., August 4.—Everything has been very quiet in local trade circles for the past few weeks, and dealers report business as being dull. This is the time of year when little or no riding is being done on account of the exceedingly warm weather, and as a result it is the dealers who suffer. They do not complain, however, as they are more than satisfied with the excellent business of the spring season and are waiting in anticipation of a profitable term this fall. Just at present old stock is being disposed of to make room for fall consignments, and bargain seekers are able to get comparatively new or second-hand wheels at greatly reduced prices.

The public has taken kindly to the Lozier Mfg. Co.'s branch at Broad and Columbia avenues, and although the business at present can not be called flourishing, Manager Maloney is making active preparations for a busy fall season, and expects to mount a large number of riders on the Cleveland wheel.

Wright, Walker & Co., of Eighth street, below Market, began selling a wheel for \$75 on Saturday last and since that time a large number of the machines have been disposed of. The wheel has a modern high frame of Mannesman's tubing, steel bearings and drop forgings. Its weight is twenty-seven pounds. This firm also handles the National, Eclipse, Munger, and Wilhelm wheels, all of which are good sellers in this city.

E. K. Tryon, Jr., & Co., of 10 and 12 North Sixth street, are beginning to lay in a large stock for the fall's business. The Apollo wheel, with seamless steel tubing, drop forgings, and wooden rims is one of the firm's special inducements to riders. The wheel is selling for \$75 and thus far is meeting with general satisfaction.

George Bolton, who is traveling through eastern Pennsylvania and New Jersey for the Overman Wheel Co., is meeting with much success since he began handling the Victor wheel in the wholesale business, and reports the orders of dealers in his district as being very large in anticipation of a busy season.

#### Big Order for Tubing.

D. L. Cockley, president of Shelby Steel Tube Co., has just closed a contract with J. C. Bowe of the Syracuse Cycle Co., for half a million feet of Shelby steel tubing. This will be used in the manufacture of Syracuse bicycles for 1895.

#### That Injunction Case.

EDITOR THE BEARINGS: Regards an advertisement which has appeared lately in the local cycle trade journals it is but just and reason-

able that we request you to note in your Trade News column that there was no injunction granted against the Excelsior Supply Co., but that there was a temporary injunction obtained against them under false representations, and this was quickly dissolved on hearing of the facts.

I am still at 250 Wabash avenue, closing out '93 pattern James cycles of different styles and depths of frame, under guarantee with full line of parts, etc. We have not in the past, nor do not intend to represent any of these James as 1894 pattern. Yours truly,

EXCELSIOR SUPPLY CO.,

CHICAGO, August 8.

Geo. T. Robie, Manager.

#### Snell Company Growing.

The Snell Cycle Fittings Co., of Toledo, are already booking orders for '95 for several novelty and patent articles. The Snell company will start in September and will run through the winter. They have put up a large, drop forge building, die sinking, tool and model rooms; also fireproof enamel rooms. They have spent \$25,000 in special improved machinery and are prepared for a big business.

#### For the Coasting Championship.

EDITOR THE BEARINGS: We hereby accept the challenge issued by the manufacturers of the Spalding bicycle to a coasting contest as we believe the Orient to be a better coaster. We take them on their own terms, excepting that we will subscribe an additional \$50 to go toward the purchase of a prize for the winner, providing other contestants will put up like amounts.

Respectfully Yours,

THE WALTHAM MFG. CO.

#### Mr. Schub Will be There.

Nearly every one is going to the Denver meet. manufacturers and agents will be there, and the meet will be a miniature cycle show. Recognizing this fact, Mr. C. H. Schub, of Warman & Schub, Chicago, has packed his little grip and is now on his way to Denver. He expects to meet agents from all parts of the country and is prepared to quote them figures on next year's wheels.



C. H. SCHUB.

#### "The Electric Searcher."

While inventive ingenuity has brought the modern safety to a high state of perfection, the most important attachment for road riders, the lighting arrangement, has remained in the crudest condition. Storage batteries for wheels have been tried and proven failures. They exhaust too

quickly, and are easily deranged. Now comes E. Tillman, a Frenchman, who has invented a lamp, run by a dynamo, that is carried on the machine. It furnishes a clean, strong light that increases in intensity with the speed of the rider. This is according to nature and common sense, for the greater the speed the brighter should be the signal. This new lamp is an ingenious affair. From a dynamo that weighs little more than two pounds and can be carried in the pocket, a remarkable voltage is obtained. The motion of the bicycle generates a power sufficient to run an incandescent lamp, that, with the aid of its reflector, throws a stream of light equal to sixteen candle power. Oil lamps have no radiation and are simply a mark for others to see, but the electric light in question illumines the road for the rider to a distance of seventeen feet ahead. The dynamo is in a nickel box 3½x4½ inches in size that may be placed on any part of the frame. It is attached by thumb-screws, and may be put on or taken off in a twinkling of an eye by any one.

It is run by means of a small rubber disk that comes lightly in contact with the tire. The disk is on a tiny piece of shafting which connects with the axle of the dynamo by means of a thin steel belt. Wires that may run either inside or out side of the tubing connect it with the lamp. The lamp may be clamped to any part of the machine, and is fitted in a newly patented reflector of unusual power. As soon as the machine is started, the lamp glows and it increases when the scorching begins. When the light is not wanted the attachment can be quickly removed, or the rubber disk spoken of may be slipped aside from the tire with the finger. Scorchers who have tried it, say that the friction is at zero, and there is no perceptible difference required in the driving power. The whole contrivance, including the lamp, weighs less than three pounds. Wind or rain does not affect this light, no cleaning is necessary; it does not smoke nor go out, and there is nothing about it to get out of order. The machine can tumble over, and when started again the light goes merrily on, brighter as the rider pedals faster. Mr. Tillman calls his invention the "Electric Searcher." He had it practically tested for several months before making a commercial article of it, and his claim that it is a perfect dynamo lamp for bicycles has been thoroughly demonstrated. There is nothing about it to wear out, so that when a rider gets one he is supplied forever, and his tribulations are ended.



## ENGLISH TRADE NOTES.

LONDON, July 28.—Mr. Mecredy, who is said to be an expert on such matters, has given it as his opinion that wooden rims are inferior, at any rate in wearing capabilities, to steel ones. It seems to have taken him some considerable time to arrive at this conclusion, but it is nevertheless just as well that he should add his testimony to what has long been a recognized fact by the trade in this country. As I said some six months ago, there has not as yet been a single good reason advanced to demonstrate the supposed superiority of wooden over steel rims. While we can get rims of the light weight and enormous strength now supplied by the various large firms over here, the trade will certainly not take to the wooden fellow. The few firms which have constructed cycles with wooden rims in this country have done so more for the sake of notoriety and the chances of free advertisement which the introduction of any novelty, no matter how worthless, always brings, than any real belief that machines so fitted were in any way improved.

I do not believe in putting racing machines to what are distinctly unfair tests, but when this is done, and the cycle comes through the ordeal with flying colors, it is only natural that the firm responsible for their manufacture should feel proud of the performance. Messrs. Humber & Co. are therefore, to be congratulated upon the fact that their racers scored so well in the recent Catford hill-climbing competition. That racing machines weighing well under twenty-six pounds can be ridden up such an ascent as that chosen for the contest

### Without the Slightest Mishap,

shows a quality of workmanship which is seldom equaled and never surpassed.

I hear that the capital of the proposed "Coventry Combination" is to be \$600,000. How much of this the great British public are to be asked to subscribe I don't know, but I hardly anticipate a great number of applications for shares. The present prices of shares in old established and respected houses are not so high as to warrant the supposition that there will be a great rush to put more capital into the trade. Two of the largest limited companies in the cycle trade paid no dividend last year, and I don't think they will this, while their shares are now some 50 per cent below par. Facts like these should make investors pause and reflect.

Several improvements in cork handles have recently been put upon the market, all more or less with the object of preventing the cork from chipping after a little wear. The latest device is a handle lined with thin metal to which the cork covering is attached by a special process. Cork handles, although rather dirty, are extremely comfortable, and if their liability to chip can be gotten over, will become even more popular than they are at present.

I have been trying the pneumatic wheel which was said to be such a wonderful thing when it was first brought out, but is hardly ever heard of and seldom seen on the road. Why this should be I don't know, for there are many worse things about and still paying fairly well. Of one thing I am certain, and that is, I would rather have a pneumatic wheeled rear-driving safety than the best front-driver in the market. The wheels are by no means bad, and for rough and rutty roads are really good.

I am told that one or two large houses, which I will not mention by name, have taken to constructing their

### Bearing Cones of Mild Steel,

and merely resorting to case hardening, instead of turning the cones out of best steel, and properly hardening them throughout. The error into which these firms are falling may be accounted for by a desire to save a little initial expense in construction, but it will not pay in the end. I expect that the cutting of prices and the fact that the supply is in advance of the demand is mainly responsible for the introduction of these inferior bearings. Yet the funny thing is that there is still an attempt to make believe that times are good, and that orders are still rolling in. Few of the large firms will deliver a machine at once, and the usual month or six weeks is required in which to execute the order. "So busy you know," is the excuse. Well, it may perhaps lead the public to think that things are all right, and doubtless the firms responsible prefer to keep up the method adopted in seasons of good trade, but a little more promptitude and businesslike action is sadly needed in many of even the best houses.

WILL O' THE WISP.

## NEW YORK TRADE.

NEW YORK, August 6.—Trade gossip is practically dead in the metropolis, the warm weather having driven the people away, either to the mountains, country or seashore. The latter has the call among persons looking for cooling breezes and a general good time.

G. Minturn Worden, manager of the Remington bicycle factory has chosen Rockaway Beach for his summer recreation. He runs back and forth between the city and the beach daily. Worden looks remarkably well, notwithstanding his reported illness.

An addition to the trade was opened last Saturday at 21 Park Row, this city. The firm will be known as the Park Row Cycle Co.; Messrs. W. B. Richards and C. H. Benedict are the proprietors. Both of these young men are well known and popular, having been on the road for different houses for several years past. They will handle the Raleigh, Dauntless, Crawford, and in fact anything that can be bought up cheap for cash. They will do no installment business whatever. A complete line of sundries and accessories completes the stock of what promises to more than hold its own in the rush of competition surrounding them in all directions.

L. C. Jandorf & Co., 116-118 West One Hundred and Twenty-fifth street, are offering greater bargains than ever before. In addition to the remarkably low figures which they place on their wheels, they also throw in a good lamp and an English bell gratis.

Fred Herbert, the Herald Cycle Co.'s manager at 114 Nassau street, states that over one thousand wheels have been sold by them since their opening on April 9. In view of the fact that each sale has been for cash, this speaks rather well.

W. H. Webster, for years with A. G. Spalding & Bros., has made himself one of the most popular men in the trade here, since taking the management of W. C. Hodgkins & Co.'s bicycle store on Broadway. His cent and a half per hour installment scheme has caught on nicely.

If ever a veritable slaughter of sporting goods was made, it was at the final day's auction sale at Spalding's old Broadway store last Tuesday. Articles were fairly given away for whatever was bidden for them. Good bicycle shoes, worth \$3, went for 25 cents per pair, and bicycle caps of all descriptions did not bring over an average of ten cents each, some going as low as two cents. It was a sin not to buy something, whether one could use it or not.

Harry Hanford, the traveler for the Raleigh Cycle Co., left town last week for a short trip through New Jersey and eastern Pennsylvania. He will act in the capacity of announcer at the race meet of the Asbury Park Athletic Association, August 10 and 11.

Keyes & Brandon, 2074 Seventh avenue, have given up the renting part of their business entirely. The repair department, however, is always crowded with work, for which this hustling firm have a reputation second to none.

Sidney Bowman's uptown store is remarkably lively for this season of the year. One can not find it without customers at any time during business hours. Sid proved himself most lenient in his treatment of Meyers, the Frenchman, who "forgot" to return a borrowed machine which Bowman had so kindly loaned him. When the case came up Wednesday last for decision, Bowman refused to prosecute, and Meyers was let off with a sharp reprimand.

### Where American Makers Excel.

In one important particular, the American bicycle maker is excelling the English, says the "Old File" in the *Irish Cyclist*. Light-weight roadster bicycles, such as would not be tolerated here, except for crack riders of the R. L. Ede or C. L. Newland order of architecture, are turned out

and ridden with success across the Atlantic. I think the explanation may be found to lie in the scientific way the American engineer goes to work to test his products in machinery, which he devises for the express purpose of testing. The English manufacturer is too conservative, and relies too much upon rule-of-thumb. When he devises an improvement, he puts it to a bicycle, and sends that bicycle out to be ridden; and only by the rule-of-thumb test of actual experience tries the complete bicycle. The American maker, on the contrary, devises apparatus upon which to strain and test the frames and other parts of his machines, and is guided by the behavior of his products under these circumstances. And the American maker is right. The English custom reminds me of Charles Lamb's description of how the Chinese found out the virtues of roast pork—some pigs having been accidentally roasted in a burning house, with the result that whenever the Chinese subsequently wanted roast pork, they set to work to burn down a house containing pigs. So the average bicycle maker, when he devises a trifling improvement in the detail of a bicycle, does not proceed to ascertain how it will work when subjected to the tests of so many pounds strain, but puts his detail improvement on to a complete machine, and waits to see how far the machine will run without killing the rider.

The eastern branch of the Western Wheel Works are still keeping their salesmen on the road establishing new agencies and visiting old ones. The demand for Crescents continues, and they are behind in their orders on several of their wheels, notwithstanding the fact that the force at the factory continue to work overtime.

The Lamb Mfg. Co., the makers of the Spalding bicycle, feel very much elated with the success they have had this year and report that their entire product has been disposed of. At the factory they are now at work on the models for '95 and it is their intention to show them quite early. Dealers and riders can rest assured that the Spalding bicycle for '95 will be greatly improved and be a model machine.





## TRADE CHANGES.

SPRINGFIELD, MASS.—J. L. Griswold, sewing machines, 362 Main street, manufacturer of bicycles. Send particulars regarding agency.

SHELBYVILLE, IND.—Efforts are being made by citizens here to locate a bicycle factory. HARTFORD, CONN.—The League Cycle Co., has perfected a plan of reorganization. Its capital is reduced from \$100,000 to \$50,000, and the shares from \$100 to \$50. It is proposed to increase the capital stock to \$150,000, by the addition of \$100,000 of new stock, subscriptions for which, it is stated, have been practically secured.

LYNN, MASS.—Pote & Hawes, bicycles, etc. H. J. Pote reported to have recorded chattel mortgage for \$138.

NEW YORK, N. Y.—Smith Wheel Mfg. Co., manufacturers bicycles, dissolved. J. Chas. V. Smith continues.

YOUNGSTOWN, OHIO.—Lee Bannister, bicycles, reported to have recorded chattel mortgage for \$83.

PHILADELPHIA, PA.—Joseph Landschutz, bicycles, business advertised for sale by sheriff.

PHILADELPHIA, PA.—Joseph Landschutz, bicycles, reported to have recorded judgment for \$2,100.

NASHUA, N. H.—McAfee & McMasters, bicycles, Frank A. McMasters reported as having mortgaged real estate for \$222.

SAN FRANCISCO, CAL.—The Forbes Wheel Co., incorporated by George H. Forbes, James Baumberger, C. H. Philpott, M. P. Forbes, and J. B. Forbes. Capital stock \$300,000, of which \$180,000 is said to have been subscribed.

POUGHKEEPSIE, N. Y.—Herman Bonderlinden is preparing to build a bicycle factory.

PITTSBURG, PA.—A large eastern rubber company, which proposes to consolidate its various plants, is at present negotiating for a manufacturing site near the Westinghouse works at Brinton. It will secure the site the company will employ, when their works are completed, from two thousand five hundred to three thousand workmen.

SEYMOUR, MO.—J. W. Fason, hardware, succeeded by R. C. Rhodes & Co., who will take up bicycles.

HUNNEWELL, KAS.—E. Van Horn, hardware, succeeded by R. D. McKnight, who is interested in bicycle.

COVINGTON, KY.—J. H. Mersman, wholesale hardware at 25 Pike street, succeeded by J. H. Hersman & Son. Correspondence invited looking to the acceptance of bicycle agency.

HARRIMAN, TENN.—Shaw & Muir, hardware and bicycles, sold out to W. A. Lake.

EVERETT, MASS.—Everett Cycle Co. A most careful investigation proves conclusively the error of the recent report by Dun's Commercial Agency that this company had recorded a chattel mortgage for \$2,000. The court official in charge states over his own signature that the mortgage referred to was recorded as far back as February 9th, and was discharged April 28.

BOSTON, MASS.—Columbia Rubber Co. filed annual statement as follows: Fixed capital, \$25,000; assets, machinery, \$19,440; cash and debts receivable, \$46,126; manufacturers and merchandise, \$70,181; total, \$135,747. Liabilities: Capital stock, \$25,000; debts, \$42,764; reserves, \$30,000; profit and loss, \$37,983; total, \$135,747.

MARATHON, N. Y.—R. D. Mack, hardware, bicycles, etc., confessed judgment to his wife for \$9,500. Stock and store in the hands of sheriff.

STUEBENVILLE, OHIO.—George Harper, hardware and bicycles, sold out to H. W. Tonner.

GREENFIELD, OHIO.—Pullnam & Parrott, hardware and bicycles, store burned, partially insured.

SHREVEPORT, LA.—J. S. Hutchenson, hardware and bicycles, store closed by attachment.

NEW YORK, N. Y.—A. K. Lovell Mfg. Co., bicycle wrenches and other supplies, at 343 West Thirtieth street, attached for \$10,587, in favor of Levi Swanson.

CHILLICOTHE, OHIO.—B. F. Hadley, of Columbus, will establish handle factory, and make specialty of bicycle handles.

MONTPELIER, OHIO.—A. Kuster, hardware, bicycles, etc., burned out, loss \$5,000.

## LEAGUE CYCLE COMPANY'S AFFAIRS.

The following communication from the League Cycle Co., of Hartford, Conn., explains itself:

EDITOR THE BEARINGS: At a special meeting of the stockholders of this corporation held this day in the city of Hartford, the following statement of its financial condition was submitted: Liabilities, \$75,000, assets, exclusive of patents, comprising stock, plant, and accounts receivable, \$90,000. After full discussion it was decided to decrease the original capital from \$100,000 to \$50,000, and to further increase it by a new addition of \$100,000. The following gentlemen were appointed by formal vote an advisory committee to complete the reorganization and place before the creditors of the corporation a statement of its financial condition with a view to preventing any act antagonistic to the general interest of both creditors and stockholders. The showing of the corporation justifies the committee strongly recommending the creditors to extend every leniency, and assures them that at no time pending the complete reorganization of the corporation will their claims in any manner be jeopardized. Provisional subscriptions made at this meeting indicate that the additional capital stock provided for will be obtained.

LUCIUS F. ROBINSON,  
A. H. PARKER,  
A. L. CARLETON,  
ELLIOTT BURRIS,  
A. KENNEDY CHILD.

EDITOR THE BEARINGS: Following the letter which has just been sent you by the committee appointed by the stockholders, I want to say to you that I believe within a fortnight or three weeks we will obtain sufficient cash subscriptions to enable us to meet all outstanding indebtednesses as they mature. We have arranged in the event of any creditors attempting "snap proceedings" to immediately protect the interests of all others. The satisfaction our wheels have given every purchaser, as expressed in letters we have received, has caused our stockholders to have greater confidence than was expressed at our January meeting, and I believe it a truthful statement that every stockholder who is financially able will subscribe for the new capital. In the \$75,000 liabilities are included \$20,000 borrowed money from our stockholders, the majority of which will probably be taken in stock if the \$100,000 is subscribed, thus reducing our liabilities accordingly. The provisional subscriptions made yesterday lead me to confidently hope that the entire amount will be subscribed in a very short time. Two of our wealthiest stockholders were unable to be present, but sent letters to our

president expressing their willingness to co-operate with the majority, and I anticipate they will be large subscribers to the new stock.

Yours very truly,

A. H. PARKER, Vice-President.

## Recent Patents.

522,244. Apparatus for training athletes; Meloe L. Wendling, Paris, France. Filed August 1, 1893. Patented in France, Belgium, and England.

522,965. Cyclopedia; Joseph Butcher, Melrose, Mass. Filed June 23, 1893.

523,081. Pneumatic tire; Robert S. Anderson, Toronto, Can., assigner of one-fourth to John Thomas Beatty, same place. Filed December 6, 1893.

523,051. Vehicle wheel; Newton D. Penoyer, Fort Worth, Tex. Filed December 4, 1893.

523,108. Clip for wheel rims; Charles S. Dikeman, Torrington, Conn. Filed February 5, 1894.

523,115. Bicycle saddle; Arthur L. Garford, Elyria, Ohio. Filed July 5, 1892.

523,150. Wheel; William A. Orr and Benjamin S. Reynolds, Scranton, Pa. Filed January 25, 1894.

523,245. Variable speed and power gearing for velocipedes; Alfred B. Stebbins, Canisteo, N. Y. Filed August 3, 1893.

523,186. Bicycle; Peter Weber, Milwaukee, Wis. Filed February 3, 1894.

523,246. Variable speed gearing for bicycles, etc.; Alfred B. Stebbins, Canisteo, N. Y. Filed January 8, 1894.

523,270. Pneumatic tire; John B. Dunlop, Sr. and John B. Dunlop, Jr., Dublin, Ireland; said Dunlop, Jr. assigner to said Dunlop, Sr. Filed July 6, 1893.

523,282. Pneumatic tire; Thomas B. Jeffery, Chicago, Ill. Filed March 10, 1894.

523,283. Pneumatic tire; Thomas B. Jeffery, Chicago, Ill. Filed March 26, 1894.

523,288. Machine for upsetting and shrinking tires. James R. Little, Quincy, Ill., assigner to The J. B. Little Metal Wheel Co., same place. Filed June 11, 1892.

523,314. Wheel tire; Thomas B. Jeffery, Chicago, Ill., assigner to the Gormully & Jeffery Mfg. Co., same place. Filed January 16, 1892.

Design 23,482. Bicycle frame; Frederick C. Avery, Chicago, Ill. Filed March 19, 1894. Term of patent 14 years.

## TOURIST TRAVEL TO COLORADO RESORTS

will set in early this year, and the GREAT ROCK ISLAND ROUTE has already ample and perfect arrangements to transport the many who will take in the lovely cool of Colorado's HIGH ALTITUDES. The track is perfect, and double over important Divisions. Train equipment the very best, and a solid Vestibuled Train called the BIG FIVE leaves Chicago daily at 10 p.m. and arrives second morning at Denver or Colorado Springs for breakfast.

Any Coupon Ticket Agent can give you rates, and further information will be cheerfully and quickly responded to by addressing

JNO. SEBASTIAN, General Passenger Agent, Chicago.

## The Rudge in France.

Owing to its great success in France, the Rudge company, Ltd., which has filled orders up to the present time, have found it necessary to have a branch in Paris. An important company, called the "Compagnie Francais des Cycle Rudge," will be incorporated with a capital of \$400,000 to manufacture and sell the Rudge bicycles in France and on the continent. The manufactories will probably be erected at Levallois-Perret, near Paris.

## Harry Cassady Sells Out.

H. J. Cassady has disposed of his interest in the Thorsen & Cassady Co. to J. B. Thorsen, and will no longer be connected with that firm, which will, however, continue business under the same name. Cassady has not decided what he will do in the future, but says that he will stick to the bicycle business. He is looking for the control of some line of wheels for the entire west.

## Harvey W. Jenney Dead.

Harvey W. Jenney, formerly president of the Jenney & Graham Gun Co. of this city, died on August 1, at Waterloo, Iowa. Mr. Jenney has been connected with the bicycle business almost from its inception. It was under his care that F. Ed Spooner was brought out and did his best long-distance riding. Mr. Jenney was always popular and obliging, and his death will be deeply regretted by many friends and associates. He leaves a wife, son and daughter.

Arthur Sidwell, manager of the Union team, writes that Tyler rode Morgan & Wright tires in his attempt on the records, and that Harry will continue to use them for the rest of the season.

## A TRAIN LOAD of Western Wheel Works '94 make Bicycles,

With list prices reduced one half from which prices we give agents and dealers big discounts. IT'S A SNAP.



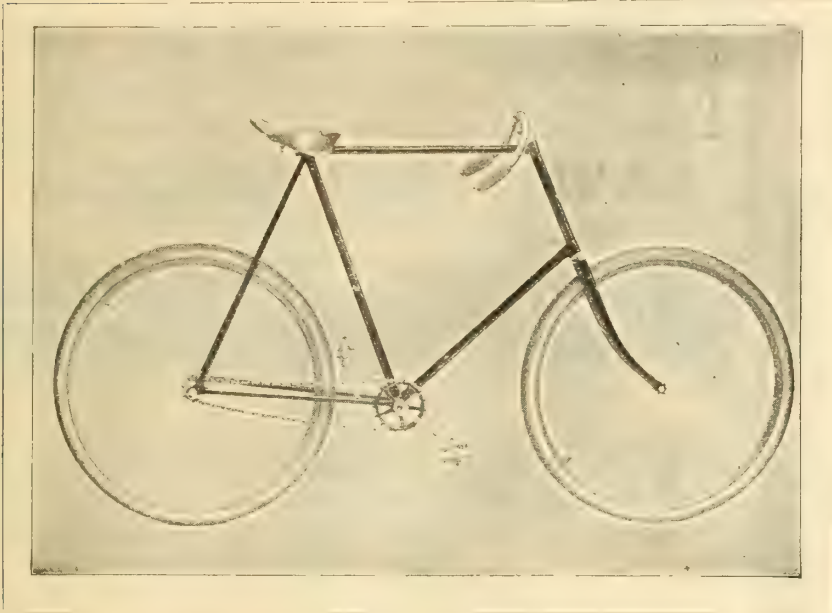
	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 28-inch Rob Roy, No. 3	70.	35
'93 26-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	80
'93 30 lb. Scorchers Syph (Received highest award World's Fair)	150.	75

These are lower prices than can be obtained on reliable goods anywhere in the United States at the present time, and we give LIBERAL DISCOUNTS to dealers on the above and many others. Catalogue free. Write now.

ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL., Manufacturers  
MENTION THE BEARINGS  
Oldest and Largest Dealers in America,



# Tribunes to the Front!



MODEL F TRIBUNE, WEIGHT, 25 LBS. PRICE, \$125.00.

## THE GREAT Hilsendegen Road Race

WON ON A  
19lb. Tribune Racer,

By L. C. DORN, against 135 starters.

C. G. Merrills rides the twenty-five miles in 1:06:55, breaking the world's record. Mount, a Model F Tribune.  
C. F. Storey gets fourth place on a Model C Tribune.

••••

There is nothing that equals the  
Cycloidal Sprocket. Ask Tribune  
riders what they think of it.

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THE BLACK MFG. CO.,      =      =      Erie, Pa.

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GOOD LAMPS

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CHEAP LAMPS

LIGHT LAMPS

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Why Not Take

LIGHT SADDLES

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EASY SADDLES

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Detroit Bicycle Co., 201 Woodward Ave.,  
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MENTION THE BEARINGS.



**FIXTURES.**

**AUGUST.**

- 10-11 Asbury Park, A. P. A. A.  
11 Pittsburgh, Pa., Allegheny A. C.  
11 Minneapolis, Minn., Cycle Track A., national circuit meet.  
12-13 Antwerp, Belgium, international championships.  
13-18 Denver, Colo., L. A. W. meet, Denver Cycling Union.  
15 Sarnia, Ont., Sarnia B. Club.  
20-21 Pueblo, Colo., Rovers W. and A. Club, national circuit.  
22 Kansas City, Mo., Cyclers national circuit meet.  
23 Mt. Clemens, Mich., Wheelmen.  
24 Ottumwa, Iowa, B. C.  
24-25 St. Louis, Mo., Associated Cycling Clubs, national circuit meet.  
24-25 Massachusetts division meet.

**AUGUST.**

- 25 Jamestown, N. Y., Prendergast W.  
25 Trenton, N. J., Mercer Co. Wheelmen.  
28 Saratoga, N. Y., Wheelmen, race meet.  
28-29 St. Johns, Mich., Wheelmen, races.  
30 N. Y. City, Am. W. nat. circuit meet.  
30-31 Brattleboro, Vt., W. C., race meet.  
30-31 Austin, Minn., C. C., race meet.  
30-31 Asbury Park, N. J., Good Roads Tournament, national circuit.  
**SEPTEMBER.**  
1 Wallingford, Conn., Ramblers C. C.  
1 Norristown, Pa., Norristown W.  
1 Cortland, N. Y., A. A., race meet.  
1 Ashbury Park, N. J., Good Roads Tournament, national circuit.  
3 Pueblo, Colo., Rovers and A. C. race meet.  
3 Rahway, N. J., Union Co. Roadsters.

**SEPTEMBER.**

- 3 Bergen Point, N. J., N. J. A. C.  
3 Waltham, Mass., Waltham C. C.  
3 Norwich, Conn., Rose of N. E. W. C.  
3 Ware, Mass., B. C., race meet.  
3 Canton, Ohio, B. C., race meet.  
3 Greenfield, Mass., F. W. Stowe.  
3 Utica, N. Y., Trade Assembly.  
3 Albany, N. Y., Central Fed. of Labor.  
3 Staten Island A. C., West New Brighton.  
3-4 Syracuse, N. Y., Syracuse A. C.  
3-4 Hartford, nat. circuit, Hartford, W. C.  
3-4-5 Quincy, Ill., B. C.  
4 Columbus, Ohio, C. C.  
4 La Junta, Colo., C. C., race meet.  
5 Utica, N. Y., C. C. race meet.  
5-6 St. Johns, Mich., Wheelmen races.  
6 Waltham, Mass., Bicycle Track Assn. national circuit meet.  
7 Chillicothe, Ohio, Wheelmen, race meet.  
8 Riverpoint, R. I., Pawtuxet Valley Wheelmen.

**SEPTEMBER.**

- 8 Worcester, Mass., Bay State B. C. national circuit meet.  
9 Chicago A. C. C.  
10 Los Angeles, Cal., A. C., race meet.  
10 San Jose, Cal., Garden City Cyclers.  
11-13 Springfield, Mass., B. C. nat. circuit.  
15 N. Y. City Harlem Wheelmen's meet.  
16 Waltham, Mass., B. C.  
17 Scranton, Ill., B. C. nat. circuit meet.  
17-22 Galesburg, C. C., race meet.  
19 Williamsport, Pa., Keystone W. C. nat. circuit meet.  
21 Reading, Pa., Penn Wheelmen, national circuit meet.  
22 Philadelphia race meet, national circuit A. C. C.  
25-26 Baltimore, Maryland B. C. national circuit meet.  
29 Wheeling, W. Va., nat. circuit meet.  
**OCTOBER.**  
1 San Francisco, Cal., Olympic A. C. W.

**ROCK-BOTTOM PRICES.**

**Temple Special,  
Halladay-Temple Scorchers.**

**WRITE**



**RALPH TEMPLE CYCLE WORKS.**

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TOURNAMENT.....**

**National  
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**ENTIRE PROFITS FOR ROAD IMPROVEMENT CRUSADE.**

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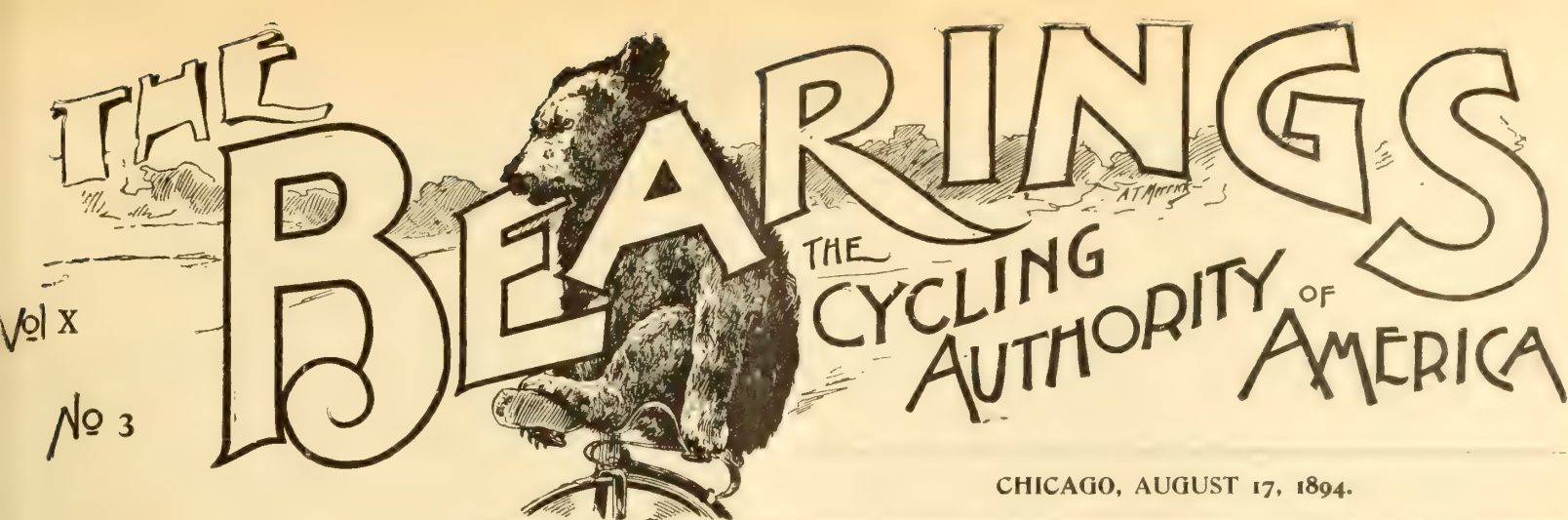
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## THE LEAGUE MEET.

### Luscomb and Other Officials Stay at Home—Much Indignation and Talk of Forming a Western League.

### Denver and Her Wheelmen Know How to Entertain—Zeigler Breaks Sanger's Unpaced Mile Record.

DENVER, COLO., August 15.—Ever since Friday wheelmen have been pouring into this city and they are still coming. The great majority of those present come from west of the Mississippi, although there are many from Chicago and the cities in Indiana, Michigan, and Illinois. From points east of there, however, there is not a score all told. The men who have been devoting their energies to the meet are disappointed and chagrined. It was taken for granted that President Luscomb would be present, as well as Secretary Bassett and Vice-Presidents Perkins and Willison, but they are not. Luscomb seems to have taken umbrage at the fact that he was not allowed to name the officers of the meet. Added to that fact is the one that Potter is making a vigorous fight for the chief consulship of the New York division which Luscomb seems to wish to retain, and the latter is devoting himself actively to local politics. He was invited to act as a judge at the championship races and sent the following reply:

NEW YORK, August 6, 1894.

Your invitation to act as a judge at the national meet, L. A. W., races at Denver, August 16 to 18, received this morning. On account of the late arrival of the invitation, it will be impossible for me to so arrange my business engagements so that I can attend. Thanking you for your kind invitation and trusting that you may have a successful meet and regretting my inability to be present.

I am yours truly,

C. H. LUSCOMB.

#### The Promoters of the Meet

consider that an intentional slight has been put on them, and their feelings are shared by all western members of the League. There is talk of forming a western league on the plan advanced by the Californians some time ago. The feeling against Luscomb is very bitter. The fact that no member of the Executive Committee is present and that the committee would not even allow Bassett to come, robs the meet of much of its importance. In spite of the bitter feeling, the meet will be one of the most successful in the history of the League. The attendance from the states west of Indiana is large, and the enthusiasm exceeds that seen at any meet for years past. Chicago has by far the largest delegation of any city—about 150.

The open-handed hospitality of the Denverites and the enthusiasm of the visitors give the meet a flavor of auld lang syne, of the days when cycling was young and cyclists few, but devoted. An entertainment fund of goodly proportions has been provided, and League members find entertainment of one kind or another for every hour of the day and

#### Everything Is Free.

Monday morning was devoted to getting cleaned up, located and registering at headquarters, where every wheelman who could show a League ticket was provided with a unique badge, which is an open sesame to all the entertainments. The afternoon was devoted to runs to various points of interest about the city. The sightseers divided into three parties and did the town in approved style. On Monday evening occurred the formal reception of visitors at the League headquarters in the Colosseum Hall. The mayor welcomed the wheelmen and gave them the freedom of the city. After this speech C. A. Rivers entertained the assemblage with his stereopticon exhibition of Colorado scenery.

Tuesday morning the usual group picture was taken on the steps of

the state house. In the afternoon a parade was attempted. For once, however, the Colorado weather proved untrue to the wheelmen, and a brisk shower drove them to shelter. As every hour of every day has some form of entertainment, the parade was abandoned.

In the evening a smoker was given in the Colosseum. A splendid programme of boxing, wrestling, recitations, and musical numbers, aided by a liberal supply of refreshments, liquid and solid, kept the guests till a late hour. This entertainment is the best that was ever given at a League meet, and the

#### Enthusiasm of the Visitors

was unprecedented. Every one had a good time, and all vowed that if the rest of the week equaled the first part that Denver could lay claim to be the best entertainer in the country.

During Tuesday, a large party, headed by Howard E. Raymond and Thomas F. Sheridan, made a trip to the top of Pike's Peak, where they were caught in a snowstorm. Another party made the same trip Wednesday, while others took advantage of the runs scheduled, and Centurions Fairchild and Porter, with a large party, went on a century to Greeley. Another party went to Brighton and back, a distance of forty miles. A third division took train to Palmer Lake, which is 2,000 feet above the city, and coasted most of the way back. Still another division went to Morrison and back, a distance of thirty-four miles, visiting Fort Logan on the way. Those who took none of these runs, and did not care to visit Pike's Peak took an all day trip over the loop to Georgetown. On the trip they saw some of

#### The Most Picturesque Scenery

in the world.

Few of the racing men came to the city till this morning, but all are on hand now and the best of racing may be expected. The track is conveniently situated near the city and is easily reached. The appointments are of the best and the track is one of the fastest in the country. In shape it is almost the exact counterpart of Waltham and the surface is similar to that of the Chicago track. Good time has already been made on it. On Monday Walter F. Foster rode a half-mile with pacemakers in :57%. Tuesday Maddox made an unpaced mile in 2:12, riding easily and Otto Zeigler capped the climax by doing an unpaced mile in the remarkable time of 2:09½ this afternoon. It is clear that the California delegation will give the eastern Class B men a good shaking up and perchance a beating.

John S. Johnson will be here and will ride a Stearns. Chairman Raymond was consulted and said that if Johnson did not ride he

#### Would be Suspended

and the Minneapolis boy was notified to that effect. The Stearns people have been preparing to hold Johnson to his contract and were prepared to serve an injunction on him to prevent him from riding any other wheel than theirs. This left him between the devil and the deep sea. He finally capitulated and agreed to ride a Stearns. Whether he will ride to win or not remains to be seen, but Raymond will have his eye on him.

#### ZIM BREAKS A RECORD.

LONDON, August 11.—At the Herne Hill grounds today Zimmerman rode against the English quarter-mile record, :31%. He succeeded in breaking it, doing the distance in :30%. Schofield and Banker also tried to lower the time for this distance, but could not get under it, their time being :31% and :32½, respectively.

In the five-mile international race Edwards was first; time, 12:19. Wheeler was second and Louvet third. During the last lap Zimmerman and Verheyen collided. The latter was thrown from his wheel and seriously hurt. Zimmerman was not injured to any extent.

The five-mile professional tandem race resulted as follows: A. W. Harris and G. Banker first; Edwards and Relp second, James and Max third.

Harry Wheeler rode with Louvet in this event. The chain on their machine broke on the first lap and they retired from the race.

#### Rambler Team Goes East.

Bliss, Githens, Lumsden, and Cooper did not go to Denver. They returned to Chicago from Ripon, and left Monday night for the east. It is said that they will go to Waltham, where Bliss will try to regain the records taken from him by Tyler.



## NEW AMERICAN RECORD.

**A. A. Hanson, of Minneapolis, Beats Spooner's Time For Twenty-Four Hours—How It Was Done.**

MINNEAPOLIS, MINN., August 10.—One of the pluckiest rides ever made by a cyclist was finished this afternoon on the Minnehaha track by August Hanson. From the start at 2 o'clock yesterday afternoon, Hanson had some of the hardest luck that ever befel a rider. Up to midnight he rode a pretty race, and shoving up the 6 hour American record from 103 miles 770 yards to 110¾ miles, a beat of over seven miles. After riding another mile he stopped for 14 minutes and 25 seconds for a rest and a rub down, and again at the 153d mile for 13 minutes and 55 seconds' rest.

The trouble began here, for the rain so disastrous to a thinly clad rider began to fall. Beside the muscular pains caused by the cold rain, the mud began blocking his wheel, causing Hanson to use telling force to push his mount over the course. Despite the elements and heavy track, the plucky cyclist steadily rode on in the darkness in an endeavor to capture the 12-hour record of 203¾ miles, but the handicap was too much. Hanson missed it by 1 minute 3 seconds.

At 248 miles he was lifted off his wheel and allowed a rest of 6 minutes and 30 seconds. At the 257th mile the mud had covered his wheel and person an inch thick, and 2 minutes were consumed in cleaning it, there being no other wheel at hand. At 280 miles the pains became intolerable and he left the track for 20 minutes and 10 seconds, eating a hearty meal of milk toast. The fates were hard indeed at the 296th mile, when the mud blocked his wheel and Hanson took a header, falling with some force on his head. The attendants were immediately at his side, rubbing his neck, while others twisted the front wheel into shape again. Hanson was quickly on his wheel and away again. W. B. Jackson took Hanson up and went ten hard miles at his side, after which W. B. Berendt took him along for fifteen laps. Charles Peterson proved his good fellowship by breaking the wind for seventeen miles through the hardest of the rain, after which Ed Cregners stuck manfully by the record breaker's side for 2 hours.

At 7 o'clock the pains began to leave Hanson and he steadily improved all the forenoon. At 18 hours he had covered 284 miles. At the 19th hour he was at the 300-mile mark, riding at a 3:20 clip with Burney Bird pacing.

Hanson has the longed for 24-hour record well within his grasp and, barring accidents, will beat the record by from five to ten miles.

For the next 2 hours Hanson rode cheerfully, although the dark lines about his face grew deeper, showing that his phenomenal ride was telling on him. At 11 o'clock a large number of spectators had gathered and cheered lustily as the Fowler steadily rolled up lap after lap. A few slow miles caused blue looks among Hanson's friends when W. J. Martin took the track and brought him around a mile in the surprising time of 3:04, showing that there was yet plenty of life in the Minneapolis boy.

At 20 hours the 318th mile had been passed and twenty-nine miles were added to this at the 22d hour. At the 23d hour the score showed 326 miles run and 12 miles 1,605 yards to go to tie the record.

At this point Hanson was seized with a weakness, and was carried into the tent and rubbed down, a loss of 2 minutes and 10 seconds; "Billy" Walsh took him up on the remount and encouraged him to a good effort for several miles, when the speedy W. E. Becker took up the pace. The terrible strain of the night began to tell fearfully in the last half hour, the pace-makers and officials having all they could do to keep up the pace desired, but Hanson was willing and kicked away bravely.

At 1:25 the Twin City Wheelmen and friends in the grand stand had worked themselves into a nervous excitement. But four miles remained of the dreaded record. Hanson had 6 minutes remaining to tie the record on the last mile and the crowd went wild. The pace was necessarily slow now for Hanson was in the last stage of exhaustion.

"Last mile," yelled Colie Bell, and away went the group bearing Hanson to the biggest victory ever won on a wheel, under similar difficulties.

"Ready to time when he crosses the record mark," shouted Announcer Washburne, and a wild cheer went up as Hanson tied Spooner's record in the time of 23:55:30. With 4½ minutes remaining Hanson suddenly took on a new life and started out at a surprising pace to break the record as badly as possible. When the bell rang at the 24-hour dot it was found that Hanson, the heretofore untried Minneapolis rider, had established a new American record for 24 hours of 376 miles 466 yards, raising Spooner's record by 1 mile 629 yards.

Hanson's actual riding time was 22:32:57. The Minneapolis Cycle Track Association will present Hanson with a magnificent trophy, inscribed as a reminiscence of the occasion. After a rub down Hanson declared that he never felt in better spirits.

## RIVERTON RACES.

RIVERTON, N. J., August 11.—The pretty grounds of the Riverton Athletic Association were crowded to their utmost capacity this afternoon—it being the occasion of the Park Avenue Wheelmen's annual race meet. It was an ideal day for racing and only one accident happened to mar the day's pleasure. This occurred in the one-mile, 2:40 class. While the contestants were about to round the turn at the clubhouse C. A. Church of the Chester Bicycle Club fell from his wheel and C. A. Hensel, an unattached rider who was close by fell over him. Harry W. Lewis, of Swarthmore, Pa., was coming behind them at a rapid rate. In attempting to avoid running

into the two men he lost control of his wheel and ran over the embankment. Lewis was thrown violently against a stake and the shock was so great that he broke his collar-bone. The other two unfortunate riders escaped with several bad cuts.

There were nine events on the programme and outside of the first heat of the 2:40 class race there was a total absence of loafing, the races all being ridden in the time limits. E. A. Boffinger, of New York, was

### The Hero of the Day

and his fine riding was a principal feature. He made his initial appearance in the first heat of the 2:40 class event and at once won the favor of the spectators by his plucky and daring riding. At the crack of the pistol he was off leading the other contestants and from the exclamations of the crowd it was evident that they thought the New Yorker would soon tire. He fooled them, however, and as he warmed up he let out an extra lot of speed and soon gained a good lead, finally crossing the tape amid loud and enthusiastic applause. His time was 2:27¾, just ½ of a second slower than the track record.

The five-mile handicap was the most exciting event on the programme and the spectators fairly went wild when Boffinger won, the New Yorker being a favorite on account of his previous successes. It was a case of "scorch" all the way through. Boffinger set the pace and was pushed all the way by Robert McCurdy, the two men's wheels being lapped, almost the entire distance, finally finishing almost neck to neck. The time was the best ever made for the five miles in this vicinity.

## FINISH OF THE RELAY.

DENVER, COLO., August 12.—There was considerable interest manifested in the relay, and at 10 o'clock tonight, 5,000 people assembled at the courthouse to see the finish. Governor Waite and General McCook waited patiently for the message, and looked relieved when at 10:37 George L. McCarthy dashed up and handed a packet to Arthur D. Black, vice-consul of the Illinois division. Mr. Black took the packet and turned it over to the governor, who tore off the wrapper and read the letter from President Cleveland's private secretary. He then replied as follows.

TO HIS EXCELLENCY, THE PRESIDENT OF THE UNITED STATES:

On this, the 12th day of August, at 10:37 p. m., I received from George L. McCarthy, the last relay wheelman, the message written to me by your private secretary and delivered to the first relay man at Washington last Monday noon. The entire 2,037 miles has been made without interruption or serious accident, and the feat will long be a memento of the endurance and skill of the American wheelmen. Vast numbers are now assembled in this city rejoicing over the finale of this great achievement. In their name I send congratulations.

DAVID H. WAITE,  
Governor of Colorado.

He also addressed Mr. Black as follows: "It is my pleasant duty to congratulate you, Mr. Black, as the manager and promoter of this great enterprise, upon its auspicious termination. You have aroused a new interest in that beneficent invention, the wheel, which has already produced so extraordinary a change in locomotion. The fact is, the wheel is the greatest invention of modern times, 'wheels in the head' always excepted. The grand achievement just attained, by which American wheelmen in 6 days and 12 hours have compassed 2,037 miles on our public highways, challenges the admiration of the world, and will long remain proof, not only of the skill and speed of the American wheelmen, but also of your own enterprise."

General McCook then read General Greeley's letter and his response, thus closing the exercises in relation to the finish of the race.

It took 6 days, 12 hours, and 37 minutes to make the ride from Washington, a gain of 36 hours over the schedule.

### The Higham Road Race.

H. W. Higham, the old English professional champion who has for the last twelve years been following the bicycle business in Washington, D. C., now looms up before us as a race promoter. At the present he is hard at it perfecting arrangements for his twenty-mile road race, to be run on the Washington conduit road October 16. The course is finely macadamized, and should the proper man get on it the chances for the twenty-mile record holding will be very slim. It was on this road that Wahl, Feister, and Yeatman broke the 24-hour American road record. This road is also the one on which, in the days of the old ordinary, the teams of the Columbia and Arlington Wheelmen fought so gamely for championship honors. Donations received of many of the large bicycle firms, the latest being from the Eclipse company, of Beaver Falls, Pa., being one of their nineteen-pound racing wheels, have swelled up the prize list considerably.

### Stanwood Making Good Progress.

ELYRIA, OHIO, August 14.—At 9 o'clock this morning Frank Stanwood, who is endeavoring to ride between Chicago and New York in eight days, reached Elyria. He was in good health and spirits. He made seventy-one miles Saturday, 177 Sunday, and 193 yesterday. He is slightly ahead of his schedule time and is confident of making the run on time.

The Young Men's Christian Association of Chicago has nine departments and six of them have active bicycle clubs. These clubs have arranged an inter-department bicycle race meet for Saturday August 25 at the Thirty-Fifth street track. The price of admission to these races has been placed at 25 cents. The committee on arrangements are: J. H. Gutches, W. A. Norton, W. M. Vineyard, C. W. Bassett and H. W. Mixsell.



## ASBURY PARK AGAIN.

### Another Meet at the Famous Seaside Resort—Tyler Wins a Fine Five-Mile Race

NEW YORK, August 13.—The two days' race meet of the Asbury Park Athletic Association was run last Friday and Saturday, and was a gigantic success, thanks to the persevering work of W. M. Perrett, who was given entire charge of the tournament. On the first day there were about twenty-five hundred persons present, and fully four thousand were there on Saturday. Of this 6,500 total, there were actually less than two hundred dead heads. The prize list amounted to \$1,600. Minus that and the other minor expenses, the association must have been more than satisfied. From a racing standpoint the racing was all that could be asked. On Friday the thirty races, including trial heats, etc., were run off in exactly 2 hours 50 minutes. The second day's races were just as prompt, so much so in fact that the Class B men present objected to their being run so close together, claiming that there was not enough time between heats for a decent rub down. This made no difference to the management who continued to rush matters generally, regardless of the competitors wishes and requests.

It must be said, perhaps by a coincidence, but nevertheless it is true, that at every race meet given in Asbury Park, some unpleasantness springs up between the riders and officials. This time it occurred on Friday in a Class B heat, on which a time limit of 2:40 had been placed by Referee Prial. The men failed to ride it that fast, and the referee immediately disqualified Taylor, Miller, and Arnold, who had finished first, second, and third in the heat. Mr. Prial would not allow the men to run it over, nor would he allow the three to start in the final, under protest, as they wished to do. Taylor and Arnold felt very bitter toward Prial, who, Taylor claims, takes particular delight in humiliating him on every opportunity. Later on in the day when Taylor came out to ride in the one-mile handicap, he took his place on scratch according to his handicap allotment on the programme. The referee once more called Mr. Taylor down by telling him to take 30 yards. When Taylor remonstrated, saying that he was willing to start from scratch, according to the programme, he was told either to take 30 yards or not ride, to which he replied, "Then I shall not ride." It was comical to hear Taylor's trainer, Harry Leeming, argue with Referee Prial on what the L. A. W. racing rules were, during which controversy Leeming expressed himself in his typical "forcible" manner.

It had been generally conceded that but few Class B men would be present, yet the following were there, and served to make some excellent contests: Tyler, Taylor, Graves, Coleman, Silvie, Ganse, Wells, Miller, Helfert, Warren, Nelson, Arnold, Barnett, Steenson, Brandt, Thatcher, Mulliken, and Cleveland.

G. W. Evans, a negro living in Brooklyn, created quite an amount of gossip among the Asburyites, the majority of whom seemed to think it against L. A. W. rules to allow a negro to compete with white men. F. P. Prial did not arrive until 3:30 p. m., owing to having taken a train from New York, which only went as far as Long Branch, eight miles short of Asbury Park. After some figuring on next arrival of trains, etc., he decided that time could be saved by hiring a horse and buggy, which he did, and at 3:30 o'clock, when the clatter of a horse's hoofs were heard in the distance, drawing nearer and nearer, the crowd wondered what was up. Clatter—ty—clatter—slam—bang—whoa! whoa! !—and like Phineus Fogg in "Around the World," F. P. Prial referee of the meet, appeared, and in his quiet and characteristic tone, announced, "Gentlemen, I am here."

"Pop" Zimmerman was there in all his glory, telling stories of Arthur's trip abroad, as gleaned by him from the champion's personal letters to his parents. There was a rather stiff wind blowing on the backstretch, but the times made, were, as a rule, excellent. A strike was narrowly averted in the last race of the second day. It was in the five-mile Class B open, and there were twelve starters. Before coming out, the men had all mutually agreed, that should a time limit of less than 14 minutes be placed on the race, the entire field would dismount together and leave the track. Luckily, however, it was announced to them that a "time limit of 14 minutes had been placed on this event with no run-over." But few realized what the smile meant which was plainly discernible on each man's face as the "14 minutes" was uttered: That was as low as could be gotten without a strike resulting, yet Referee Prial knew nothing of it.

On Friday night the A. P. A. tendered a ride into the country to Rhode Island Point, to all the officials, which was thoroughly enjoyable, and resulted in a clam bake, with Piper Heidsick and Perfectos afterward. Harry Leeming created a great amount of excitement by telling Mr. Kirkbride, (whose hospitality was being enjoyed) what he thought of the entire A. P. A. and Mr. Kirkbride. And this, too, after having partaken of their eatables, cigars and wine. A stormy argument followed, during which Leeming admitted that,—"when a man was full of wine, he spoke what he *thought*, without discretion, so although what he said was right, he most humbly begged Mr. Kirkbride's pardon, as well as the A. P. A. generally." This really made matters worse than ever,—but everything was finally adjusted, and the party started on the homeward trip full of wit and wine.

The principal event of the second day was the successful attempt of George C. Smith to break the half-mile track record, held by Zimmerman, and to also establish a state record for the same distance. Harry Martin took him the first quarter in :30<sup>3</sup>/<sub>4</sub>, and W. F. Sims paced him home the total time being 1:02<sup>3</sup>/<sub>4</sub> for the distance, which lowers the former time from 1:07. When the time was announced to the spectators they acted like so many lunatics, so intense was their applause, so voluminous their enthu-

siasm. Smith is the idol of Asbury Park, and his nervousness, while on the celebrated board-walk there, is laughable when any one points him out as "George Smith, the champion of the world." If there is one thing that George dislikes it is "notoriety," and be it said to his credit, he is at least one "crack-a-jack" that is not troubled with that awful malady,—swelled head.

#### First Day's Summaries:

Two-thirds mile, Class B, run in two heats and final.—H. C. Tyler, first; Fred Graves, second; Watson Coleman, third. Time, 1:42.

One mile, open only to New Jersey riders, two heats and final.—G. Fred Royce, first; E. L. Blauvelt, second; Monte Scott, third. Time, 2:37<sup>1</sup>/<sub>2</sub>.

One-mile open, Class B, two heats and final.—H. C. Tyler, first; Watson Coleman, second; W. J. Helfert, third. Time, 2:37<sup>3</sup>/<sub>4</sub>. In this race Taylor, Miller, and Arnold finished as named in the second heat, but were disqualified for being outside time limit.

One-third mile open, Class A, four heats and final.—George C. Smith, first; H. F. Allen, Springfield, second; H. B. Martin, Asbury Park, third. Time, :45<sup>1</sup>/<sub>2</sub>.

Two-mile handicap, Class B.—E. F. Miller, 120 yards, first; W. H. Mulliken, 180 yards, second; I. A. Silvie, 170 yards, third. Time, 4:38<sup>3</sup>/<sub>4</sub>.

One mile handicap, Class A, six heats and final.—J. H. Harrison, Asbury Park, 130 yards, first; J. M. Baldwin, Newark, 100 yards, second; W. F. Sims, Washington, 25 yards, third. Time, 2:15.

One-third mile, Junior Athletic Association, members only. M. W. Forney, Asbury Park, first; Arthur Hulick, Asbury Park, second; E. J. Reid, Long Branch, third. Time, :50.

#### Second Day's Summaries:

One mile handicap, Class B, two heats and final.—I. A. Silvie, 120 yards, first; W. H. Helfert, 65 yards, second; A. H. Barnett, 100 yards, third. Time, 2:22<sup>3</sup>/<sub>4</sub>.

Two-thirds mile open, Class A, four heats and final.—George C. Smith, first; W. F. Sims, Washington, second; Monte Scott, Plainfield, third. Time, 1:37.

In this event the cream of Class A men in the east qualified with the exception of F. J. Jenny, who was not present. The following started in the final heat, which was the prettiest contested race of the meet: Smith, Blauvelt, Scott, Royce, Sims, Martin, and Darmer. At the start Smith sized the field up and wore a "worried look," for all the men who claim to be his equals, or near it, were there. When the bell tapped for the last lap the N. Y. A. C. crack jumped into the lead with Sims second; on the backstretch the pace became a veritable hurricane, with Royce gradually moving up through the bunch, until the far turn was reached, when Sims and Blauvelt pulled up on even terms with Smith, who seemed to be fairly flying. As the turn into the homestretch was made—crash! down went Royce over and over, the fall being caused by his front wheel coming in contact with Blauvelt's rear. Smith caught the pole here and amid wild shouts of enthusiasm he proved conclusively his superiority over all his rivals by leaving them and winning all out by two full lengths. Royce was not hurt, but the rim of his wheel was broken.

One-mile open, Class B, two heats and final.—H. C. Tyler, first; Fred Graves, second; W. H. Helfert, third. Time, 2:25. An easy win for Tyler.

One mile handicap, Class A, five heats and final.—Ray Dawson, 75 yards, first; E. L. Blauvelt, 20 yards, second; Monte Scott, 30 yards, third. Time, 2:19<sup>3</sup>/<sub>4</sub>. Inches only between the first five men. A beautiful finish.

Two-thirds mile handicap, open only to Junior Athletic Association members.—M. W. Forney, Asbury Park, scratch, first; Arthur Hulick, Asbury Park, 25 yards, second. Time, 1:46<sup>1</sup>/<sub>2</sub>.

Five-mile open, Class B.—H. C. Tyler, first; E. F. Miller, second; W. H. Mulliken, third; Fred Graves, fourth. Time, 12:46<sup>1</sup>/<sub>2</sub>.

This event was truly a great race in many ways. There was a 14-minute time limit placed on it with no run-over. Tyler, Miller, Mulliken, Taylor, Arnold, Silvie, Brandt, Graves, Cleveland, Barnett, Ganse, and Helfert, started. At the end of the first mile, Taylor, who seems to have played in singularly hard luck at this tournament, was compelled to withdraw, owing to his saddle having come loose. It was the first race meet at which he rode his green-rimmed Orient, he having left the Victor people. At the completion of the following lap, Helfert was compelled to quit, owing to a deflated tire. On the first lap of the third mile Harry Arnold was thrown violently at the head of the stretch, having touched Silvie's wheel with his. He was apparently knocked out, but soon came around in good shape. At the far turn, beginning the fourth mile, Silvie and Brandt took what seemed to be a terrific tumble, yet neither man was injured beyond a few cuts and bruises. Entering the last lap it seemed as if Harry Tyler had made up his mind to show those present how he could ride if need be, so letting out a link he fairly walked away from the rest of the field, and without a waver and as straight as an arrow he sailed home, a winner by ten lengths; Miller beating Mulliken a half length for second place.

#### WONDERFUL RECORDS.

They have some fast men out in Oregon, and according to a claim for record recently made, Bliss, Johnson, and Tyler are not in it with these flyers. The following clipping from a Portland, Ore., paper tells of the wonderful times made on the beach, with a strong wind on the riders' backs: "In the recent bicycle races at Long Beach, Charles R. Frazier, of the Multnomah Amateur Athletic Club, broke the world's record in the one and ten mile events on standing starts. His time in the first event was 1:46<sup>3</sup>/<sub>4</sub>, and in the second 23 minutes flat. Both were straightaway road races, but still the time reduces all roadster and track records. Howard Hewitt, the well-known local expert, says that Frazier lowered the one-mile standing-start record recently established by J. P. Bliss by nearly fifty seconds. In the ten-mile race, he lowered the record by two or three minutes. Some doubt is expressed as to whether the records will be admitted, as Frazier had the wind at his back along the entire route. The ten-mile race was from Ocean Park to Tinker's Hotel. The one-mile race was won by Frazier on July 28, and the ten-mile on the 30th.

J. B. Farmer, on a Munger, lowered the five-mile record of the Plaza course, Chicago, to 13:35, a cut of 29 seconds.



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GEO. K. BARRETT, EDITOR.

JOHNSON'S INTENTIONS.

The success of Arthur Augustus Zimmerman across the pond seems to have aroused the cupidity of "Me and Johnny," and we now hear vague rumors of Johnson turning professional and crossing the broad Atlantic, there to meet "Jersey" and endeavor to get some of the gold that the man from Manasquan has accumulated since leaving the land of his forefathers. A good many people seem to think that this is all newspaper talk, but recent developments seem to throw some light on the subject. Tom Eck recognizes the fact that the French would pay a big round sum to see a race between Zimmerman and Johnson, and it is not at all improbable that the wily trainer is not already in correspondence with the managers of the French tracks. Then Johnny's recent trouble with E. C. Stearns & Co. has helped to bring matters to a crisis, and we hazard a guess that Johnny is just about ready to flop.

From Denver we learn that Chairman Raymond has set his foot down and declared that Johnson must live up to his contract and ride a Yellow Fellow or else leave the amateur ranks. We do not think that Johnny likes this dose, and it is probable that after the Denver meet one of the brilliant stars in the B ranks will disappear and Sanger will have one less man to dispose of in his fight for the championship.

Should Johnson imitate Zim and turn pro it will be a good thing for professionalism, and Troy will find it easier to carry out his cherished scheme of having a series of professional races this winter. Johnson has always borne a good reputation as an amateur, and very few charges, if any, of tricky riding, have been made against him. He has always been quite a favorite with the public, and certainly a very strong candidate for the mantle discarded by Zimmerman.

A JUST DECISION.

It has been the practice of race promoters in various parts of the country to put Class B races on their programmes and then, if there were not more than half a dozen entries, to declare the races off. The road of the B men these days is not exactly a bed of roses, and when he travels to a meet and finds that B races have been declared off, it is anything but pleasant.

Therefore those of this ilk will hail with delight the decision of Chairman Raymond this week. The promoter of a meet at Pontiac, Ill., had placed several B races on his programme, and receiving but five entries, tried to declare the races off. The B men appealed to the chairman of the Racing Board, who was passing through Chicago on his way to Denver, and Mr. Raymond delivered his decision. He ruled that B races could not be declared off where there were more than three entries, without the consent of the contestants. This decision is but right, and one that will help the poor, down-trodden B man.

RIDICULOUS.

Referee Proctor, in racing men's parlance, is a "bird." A man who will plan a time limit of 7:15 on a three-mile lap race and expect the men to ride can not be well versed in racing. True, the racing rules say that time limits may be placed on any race, but that does not warrant him in deciding that the men must get out and ride in record time. As every one knows, a lap race is the hardest kind of a race to ride, the killing sprint

at the end of each lap is sapping the strength of even a Sanger. We do not blame the men a bit in refusing to ride at Minneapolis and hope that Chairman Raymond will investigate the charges made by the men, and if he finds them true refuse sanctions in the future. Race meet promoters who will place a limit so low that it will be impossible for the men to get under it so that he will save the prize should be shown scant courtesy.

CANADIAN RACES.

TORONTO, ONT., August 14.—Excellent time and magnificent finishes were the features of the first day's races of the Toronto B. C., at Rosedale, Saturday. Several Canadian competition records were smashed to smithereens, and the novice particularly, was a cyclonic affair, the third heat being run in 2:26, the fastest time on record for a "colt" race. The half-mile competition record of 1:07 $\frac{3}{4}$ , held by F. J. Osmond, the Britisher, was lowered no less than four times; first by Harley Davidson to 1:06; then to 1:05 $\frac{1}{2}$  by Harbottle; again to 1:05 $\frac{1}{8}$  by the same man, and finally to 1:05 flat by Davidson in the half-mile handicap from scratch.

The quarter-mile tandem record of :27 $\frac{1}{2}$ , with flying start, and against time, by Titus and Cabanne at Minneapolis, August 10, took a severe drop. Hyslop and Frank Moore did the last quarter in the mile tandem event in :26 $\frac{1}{2}$ , a drop of a full second from the previous mark. G. Marshall Wells, the Canadian champion, was an interested spectator, but owing to a bad fall received at Guelph a week ago, was unable to compete. Several times he became so excited during close finishes, that he virtually danced about. His innermost thoughts probably were, "Oh, if I only could have ridden, what fun I would have had." But Harbottle, Davidson, McKellar, and Robertson did some magnificent work, and "Marsh" would not have had a cinch by any means. Hyslop, the new benedict, was heartily cheered as he came to the tape, and it was easy to be seen that he still occupied a warm place in the hearts of the Canadian cycling "fans." "Pop" Foell, C. H. Christ, and E. F. Leonert, Buffalo's representatives, were on hand, but did not cut much of a figure. Foell ran second to Alf Young in the two-mile 5:40 class trial heat, but was slow in coming out at the final, and was left at the post.

A Hot Novice Race.

Twenty-two aspirants for novice honors were on hand, and the maiden event was divided into three heats and a final. The success of the new rule was immediately demonstrated. For novices the pace was extremely hot, and in the first two heats the pacemakers finished way back. The third heat was a continuous rush, and the pace was divided, so that only two qualified. The final heat was held over until Monday. In the half mile open the Canadians were sharp. There were twelve starters, among them Harbottle, Davidson, Robertson, and Hyslop. Two heats were run and a final, the two first named in the first heat, and the latter two in the second. Miln was up as the "donkey" in the first heat, and no attention was paid to Foell, the Buffalonian. The pace was hot, extremely so, and rounding the last turn Harbottle dashed to the front with Foell a good second, and Robertson shut out, although almost going a dead heat, with Foell for the place. Young was the mark in the second heat. He did his work nobly, and was only killed off in the homestretch when Davidson, McKellar, and Hyslop dashed by, going like fiends. Davidson had the heat, and McKellar and Hyslop fought like tigers for the place, the former triumphing by only a foot. Young started in the final heat as though shot from a catapult. Davidson, McKellar, Harbottle, and Foell were close behind, riding like demons. On the second lap he gave up the ghost and Davidson took the pace with the other three only a length astern. The four rode like a cyclone through the backstretch, and in sprint home a blanket would have covered the quartet. Harbottle had the advantage, however, and won with the smallest kind of a margin. The Canadian competition record for two miles

Took A Decided Drop

in the second heat of the two-mile, 5:40 class. Miln did the pacing for first mile when Foell and Crow came up. They alternated at a rattling clip until the stretch was reached, when a dark figure shot out from the bunch like a rocket. Foell and Crow came up fast and almost ran a dead heat for second only a length behind Alf Young who landed the heat and the record. The final was uninteresting. Foell was left at the post, and Rogers and Young had a cinch, the former winning by a length.

The record breaker of the day was the mile tandem event. Robertson and Doane, a pair who have gone a half in :58 in practice, and "Billy" Hyslop and Moore were the only contestants. The two doubles started off leisurely with Robertson and Doane in front. Soon "Bill" and mate began to rush matters. Turning into the backstretch for the last time away they flew on even terms. Soon it was seen that the last quarter would be a scorcher, and they were timed from the three-quarter pole. Into the homestretch they came like wild-cat locomotives. Robertson and Doane were a bit in the lead, but at the very tape it seemed as though Hyslop and mates had virtually lifted their machine across, so fast did they come, winning by the smallest fraction.

Two heats were run in the half-mile handicap. Davidson was at scratch in the first, and had a limit of 75 yards and a field of thirteen men to overcome. He rode grandly and passed man after man, only reaching the front on the homestretch and coming home in 1:05. A limit man triumphed in the second heat as Harbottle, who was at scratch, had the faster men ahead of him and could not overcome their lead. In the final, the first three men in the second heat won, and the back markers were not in the hunt at any stage of the race.







## RACING MEN STRIKE AGAIN.

**They Refuse to Ride in a Three-Mile Lap Race at Minneapolis Under a Time Limit of 7:15.**

MINNEAPOLIS, MINN., August 10.—The right hand of fellowship among the Class B men of today was prominent at the race meet of the Minneapolis Cycle Track Association on Minnehaha track this afternoon. Not one of a half dozen and more men would appear upon the track until all could appear on equal terms. Ripon was so very attractive, or rather Ripon's fair ladies were so very attractive, that three score men were forced (all liked the force) to stay over another day. Consequently it was midnight Thursday before the special train pulled out of Ripon for the Flour City. That train carried forty very tired and very reluctant men into Minneapolis at 1:20 Friday. The races were scheduled for 2 p. m. Orders were given for transportation of that great baggage-car full of bicycle trunks and the party went at once to the West Hotel for dinner. But the best laid plans, etc. No trunks were at the track at 3 o'clock. None were there at 4 o'clock and one large load only appeared at about 4:30. This bore the baggage of the Rambler and Cleveland teams and "Pye" Bliss, in a new pink suit, Githens, Lumsden, Cooper, all on copper rims, Cabanne, Dr. Brown, and L. C. Johnson appeared for practice. So did John S. Johnson, looking strong and well after his rest of ten days. Before the races Johnson said he would

### Refuse to Ride

if the men's trunks did not come.

F. M. Washburne, the announcer, announced the mile open, Class B, race several times, but no men appeared. He was determined the race should be run. But the racing men did not appear. The managers of the Rambler and Cleveland teams and J. S. Johnson gave their alternative. In the meantime all the Class A events, but the ten-mile team race, which St. Paul won, were run, and in the interim Fred J. Titus and L. D. Cabanne were offered a \$25 prize for an exhibition tandem mile, this to be increased to \$75 providing the tandem record of 1:59, made by the same pair at Ripon on Wednesday, was broken. Then came unexpectedly the most sensational performance of a season, full of just such surprising performances. The men were going alone, but Manager Atkins proffered the services of A. E. Lumsden and H. A. Githens, the tandem pair that carried Bliss so successfully a portion of his record-breaking feats. This fast pair, tandem pacing tandem, carried the great record-breaking team to the quarter in :29½, and to the half in :57. There they dropped and Titus steered that tandem (Titus does all the steering, the rear bars being fixed solid) to the three-quarters in 1:25. Down the long straight the two came unpaced, the last quarter in :27½, the mile in the wonderful time of 1:52½, world's record by a clean cut of 6½ seconds, and the

### Fastest Purely Bicycle Paced Mile

ever ridden. Mike Dirnberger's time in 1:51, horse paced, still remains, but for how long is very uncertain with this pair cracking away at it, and the strong probability that each of several men can hold any pace they set. Tonight it is said Titus will follow Cabanne and A. I. Brown on the tandem tomorrow.

Stop and think. Tyler required three tandem teams specially trained to carry him a mile in a second slower time than these novices at the work went, unpaced at that for half the distance. Titus sits too low on the saddle by three inches, and can not raise the post. The handle-bars are too low, and three inches too wide, so that his knees strike, while Cabanne also is uncomfortable. The tandem was only received August 4, and five days later the men broke record on first trial, rode three half-miles within 20 minutes, and without a dismount of less than a minute each, and seven days later cut six seconds and more off their own record. When thinking, realize what this means, and its significance as compared to the present world's record for the mile, either flying or standing. The mile record, with the teams in today's great event, and on just such a mile track as was used today, smooth and hard, can be lowered to 1:48.

### The Day Was Not Perfect

for record breaking. A wind swirled round and round, and appearing from nowhere, disappeared into nowhere. This was more confusing and bothersome than a head wind.

Immediately after the record breaking the only Class B event of the day, the mile open, was run. Sanger, Johnson, Bald, MacDonald, Titus, and others competed. The referee placed a time limit of 2:20 on the race, and refused to place in a pacemaker. The race was run in 2:34 and was not allowed. MacDonald took the pace at the outset, and J. S. Johnson finished out the half. Bald came out then, and at the quarter Johnson passed him like a shot with Sanger in full cry after him. Johnson's sudden jump had netted him a length, and for every inch of this he fought. Sanger, with E. C. Johnson in tow, pressed up closer, and closer, found his strength not equal, and lost the contest by a foot in a pretty finish. Ray MacDonald fighting pluckily, and taking close fourth to E. C. Johnson's third. Bald sat up when Johnson jumped by, and gained a lead, he knew it was hopeless to try to overtake him.

Bliss had his wrist examined today, and a doctor's certificate tonight says he will not be able to ride for ten days.

There is an unconfirmed rumor tonight that the Rambler team will not go to Denver in consequence. Goehler, the Buffalonian, who was so

### Severely Hurt at Ripon,

when a pedal started its way into the lad's head, was riding today in practice, to the surprise of all.

John S. Johnson denied today that he was going abroad, and it is said he will discontinue circuit chasing for a while, and after due rest, go after those much-prized mile records.

Through the handicapping, the Class A races of today were uninteresting, the limits being the unheard-of distances of 300 yards in the mile, and 500 in the two-miles. The scratch men were nowhere, and the times, in consequence, surprising—2:05¼ for the mile and 4:27 for the two-mile. St. Paul won the ten-mile team race. The crowd howled when Johnson beat Sanger. But Sanger remembers Chicago, and grows thinner and thinner and weaker in consequence. Wise ones on the circuit prescribe a quart of mucilage, taken internally, and Sanger laughs good-naturedly.

### Summaries:

One-mile novice.—A. E. Mertens, St. Paul, first; E. J. Clarke, second; John Nillson, Minneapolis, third; Pete Sather, Minneapolis, fourth. Time, 2:31¼.

One-mile state championship, time limit 2:30.—Burney Bird, St. Paul, first; M. C. Ewing, Minneapolis, second; Chas. Hofer, St. Paul, third; J. O. Ewing, Minneapolis, fourth. Time, 2:35¼.

One-mile handicap, Class A.—Bert L. Mead, Winona, 300 yards, first; Pete Sather, Minneapolis, 300 yards, second; L. A. States, Worthington, 300 yards, third. Time, 2:05¼.

Two-mile handicap, Class A.—Bert L. Mead, Winona, 500 yards, first; J. O. Ewing, Minneapolis, 300 yards, second; G. A. Madison, St. Paul, 325 yards, third. Time, 4:27. Time for first mile, 2:23, made by Burney Bird, St. Paul.

One-mile open, Class B.—John S. Johnson, Minneapolis, first; W. C. Sanger, second; E. C. Johnson, third; R. MacDonald, fourth; R. F. Goetz, fifth. Time, 2:33½; time limit, 2:20. Decided no race and ordered run over August 11.

Ten-mile team race, Minneapolis vs. St. Paul.—A. E. Mertens; St. Paul, first; W. Becker, Minneapolis, second; W. J. Martin, St. Paul, third; J. O. Ewing, Minneapolis, fourth; Geo. T. Biggs, St. Paul, fifth; B. B. Bird, St. Paul, sixth; Chas. Hofer, St. Paul, seventh; Gus Nelson, Minneapolis, eighth. Time for the ten miles, 27:44. Time for first mile, 2:29½; time for first five miles, 13:12. St. Paul won the race. The time made in this event last year was 28:29.

### THE SECOND DAY.

MINNEAPOLIS, MINN., August 11.—Though the makers' amateur is openly in the employ of the maker whose wheel he rides, yet he does not have to ride at every meet he attends nor in every race. He does not have to submit to bulldozing tactics and is to all appearances as free a man as any in Class A. Bulldozing and bluffing tactics were tried at today's race meet of the Minneapolis Cycle Track Association and failed utterly. The meet promoters were unjust toward the Class B men. They looked on them as a lot of chattels, horses if you will, forced to run in every race and forced to get under any time limit that might be imposed. They got fooled as one of the men put it very ungrammatically and now the Minneapolis meet promoters are sore and disgruntled because they are dead in the public favor.

A worse managed and bungled meet has seldom or never been seen. Milwaukee was not half so bad as this. The officials were not competent and were unreasonable to the utmost degree. The three-mile competitive record is 7:15, made from scratch in a three-mile handicap race on this same track last year by John S. Johnson. Today the referee, C. A. Proctor, using that time as a basis, placed

### A 7:15 Time Limit

on the three-mile lap race. Johnson, Sanger, Githens, Edwards, Goetz, Goehler, Bald, and Charles Murphy were mounted ready for the start and all of them prepared to make a great fight for that \$1,000 piano, the great prize of the meeting. As is well known lap races are almost invariably slow affairs with a number of exciting sprints. Time limits are seldom placed on these races. Yet here was a referee who wanted these men to beat the three-mile record made in a handicap race and to beat it in a lap race where every mile has to be finished with a killing sprint. His time limit in the mile-open race was 2:25 and the men would not make that without pacemakers, which he refused to allow. The lap race, virtually three one-mile open races in one race, he expected to be run, each and every one at a 2:25 clip. The men could not stand this, and in a quiet and respectful way dismounted from their wheels. There were no words of any kind and each man stood beside his wheel, all attention while their managers attempted to explain to the referee just where he was wrong, yesterday the referee admitted to one of the managers that he was a "bluffer" and today he bluffed, but was "called" in short order. He

### Raised the Limit

a measly little 10 seconds, and refused to add another second. Sanger at once started for his dressing-room with the remark, "I'll go and not come back." And the others went also. The referee was astonished. This was something new to him. He looked blankly at the retreating forms and still keeping up his nonsensical bluff, he gave the men 10 minutes to return. Then he raised the bluff to 15 minutes, and 5 minutes more were added. But the men did not appear, and the consolation race for Class A men was called. The men eligible to the consolation race refused to appear until the three-mile lap race had been run under no limit. Finally one man came out and the officials encouraged him to run by hand claps, while the crowd hissed. Two more came out and the race was run.

When the second run-over, the third run of the mile-open race, was called, no men appeared, and the meet was over. The scene in the judges' stand was ludicrous, to say the least. Two sides were arguing and throwing strong words right and left. One argued that to satisfy the public the race must be run, the other, notably the officers of the Minneapolis Cycle Track Association, that the limit must be adhered to. As a remark was passed from one of these officials to the effect that they could not

### Afford to Waste Money

on those Class B men, it would indicate that the entire affair was carried out to save that thousand (?) dollar piano. The meet was not successful



# Talking About Bicycles.....

Did you know that there had been more Waverleys built and sold this season than any other one make of 28 inch machines in America, regardless of grade or price? It is a fact! And it's being so is the most substantial proof in the world of the merit of this handsome machine. Every Waverley sold has been a walking, or rather a running advertisement for the goods, and notwithstanding the hard times, our factory, which has the largest capacity of any bicycle plant in the world, has been running night and day to fill orders. Why? Because we have given our customers a \$150.00 bicycle for \$85.00, and they show their appreciation of our efforts to give them the **best goods** for the least money by riding the Waverley. Have you seen it? If not, do so before you buy.

HUMBOLDT, NEB., July 20, 1894.

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I made the trip, and it was more extensive than I expected, as we traveled 1,260 miles, and can say I never paid out a cent for repairs while I was on the trip, and my wheel and tires are as good as when I started. I had to ride through cactus for twenty five miles, which was the only thing that caused a puncture, and will say I am exceedingly well pleased with the wheel. I am

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MENTION THE BEARINGS



and the coup, if such it was, held many dollars in the coffers of the organization. Just why the Racing Board will give sanction to an organization like this one is not clear. Last year there was the same trouble over a five-mile race and the men were forced to run it over in the rain. John S. Johnson said today, "I will never race again in Minneapolis." Johnson's position during the entire trouble has been with the visiting wheelmen. He refused to compete in the races until the men's trunks arrived on the first day and in today's trouble was hand in hand with the racing men throughout. The officials were so wrath that they declared that all wheels represented by teams on the track would hereafter be boycotted in Minneapolis and that all the racing men would hereafter be barred from Minneapolis tracks, etc.

#### The Other Races of the Day

were fair and the mile handicap, Class A, was really a very fine contest. Since yesterday the handicaps have been altered and the limit in the mile race reduced from 300 yards to 75. This gave B. B. Bird, the scratch man, a show and he won in 2:18<sup>2</sup>/<sub>5</sub>. This was an exciting race, with a field of twenty-eight starters.

Tom Cooper, the Detroit lad, won both handicaps, two and three miles, and made excellent winnings in both from 60 yards in the two-mile to 75 yards in the three, both near back-mark positions. Ray MacDonald showed Bald, John S. Johnson, and Sanger, his rear wheel in the mile open and Ray set pace the first third and last quarter of the race. A good stiff wind was blowing up the homestretch. Otherwise it was an ideal day for racing.

The races started at 2:30. Twenty-one men sent away in the mile, 2:40, Class A, made warm going in 2:25<sup>1</sup>/<sub>5</sub>. Mertens, of St. Paul, rode well, but unwisely, down the stretch, seasawing across the line several times. Martin, of Mankato, running second and Ewing, of Minneapolis, third. Travis, Sathers, Dorner, and States, fell in the stretch. The winner, Mertens, scorched twelve miles in the teeth of a wind from St. Paul in 35 minutes, arriving at the track just in time to start.

None of the scratch men started in the two-mile handicap, Class B. Lumsden, Githens, Edwards, and MacDonald, all on the 60-yard mark, were virtual scratch men. Seven other men also started and

#### The Field Bunched at the First Quarter.

After a loaf, in which several men made the going, there came a hot sprint, led by Callahan. Cooper came up and passed, going at a winning clip. E. C. Johnson succeeded in beating Githens by a nose for second and Lumsden was close up. W. F. Murphy, 125 yards, R. MacDonald, 60 yards, Chas. Callahan, 100 yards, A. I. Brown, 75 yards, W. J. Edwards, 60 yards, and Tracy Holmes, of Chicago, also ran in the order named. The time was 5:08<sup>1</sup>/<sub>5</sub>.

B. B. Bird was in hard luck in the two-mile open, for after setting pace nearly all the way, his tire exploded an eighth from home. Becker, of Minneapolis, won easily in 5:19<sup>4</sup>/<sub>5</sub>. Martin, another local man, second, and McColloch, third.

Yesterday's mile open was again called. The limit yesterday was 2:20, and the time was 2:34<sup>1</sup>/<sub>5</sub>. Today the limit was 2:25, 5 seconds higher. J. S. Johnson, Sanger, Titus, Edwards, MacDonald, Bald, Brown, E. C. Johnson, Goetz, and C. M. Murphy, were in line from the pole in the order named.

#### MacDonald Went to the Front.

Bald took up the pace at the quarter, and these two changed off pacing throughout. Sanger was well back in the bunch, with John S. Johnson back of him. Down the stretch the interest centered in the battle between Sanger and Johnson. The latter was held back for a time, but came out finally rapidly securing a position beside Sanger. The two fought hard and Johnson won third, for MacDonald on the pole rubbed Bald hard, and in the battle of these blue rimmers, both Johnson and Sanger were defeated by a good length, MacDonald being a foot ahead of Bald, Johnson a foot ahead of Sanger. The time 2:40<sup>1</sup>/<sub>5</sub>, was so far outside limit that it could not be allowed. The management would not put in a paid pacemaker—it was too expensive—there were no prizes at the quarters, and no incentive for any man to go out and kill himself pacing. MacDonald and Bald did the donkey work and deserve credit for winning the race. Had they paced faster their chances would have been nil.

F. M. Washburne, of Minneapolis, rearranged the handicaps in the A races, reducing the event to 75 yards. Twenty-eight men started in the mile handicap. There was not a single fall, and the scratch man, B. B. Bird, won the race in a most exciting finish right at the tape, in 2:18<sup>2</sup>/<sub>5</sub>, the greatest race of the season. For 100 yards the men were bunched in twos and threes, and the crowd howled long and loud. Martin, 40 yards, beat Becker, 40 yards, a foot in the last two lengths, and McColloch, 40 yards, was fourth; White, 75 yards, and a limit man, was a close fifth. Surely good handicapping.

When the three-mile handicap, Class B, was called and the

#### Scratch Men Did not Start.

there was some feeling exhibited among the officials, and the people were sore. Such men as Johnson, Sanger, and other cracks do wrong to enter handicaps and not start. It is always a sore disappointment to the public, and the men on scratch seldom start. Race-meet promoters in the city will hereafter take this matter in their own hands and stipulate that scratch men must withdraw their entries from handicaps at least a day ahead or be barred from other events of the day. The handicap race is the race for the people, and the Class A men's performance in the former race disgusted

the crowd and officials with the B men. None of the scratch men started, and Cabanne, at 60 yards, was virtually scratch. Lumsden and Cooper had 75 yards; Goehler, 110; E. C. Johnson, and Goetz, 150. At the finish Cooper came down the stretch two feet wide of the pole, and Cabanne tried to pass on the inside. He yelled and Cooper dodged a little in. Cabanne yelled again, but could take no better than second. Lumsden, W. F. Murphy, and Goetz, close up in the order named. Cabanne entered a protest, but this was not allowed. Men on the track said Cabanne had no business where he was. The time was 7:33.

B. B. Bird won a pretty race when he took the five-mile state championship from W. E. Becker. The latter fell in the St. Paul-Minneapolis team race of yesterday and crushed his leg. The doctor ordered him not to run, yet he took a prominent place in all the races of the day.

#### Summaries:

One-mile, 2:40 class, Class A.—A. E. Mertens, St. Paul, first; W. J. Martin, Mankato, second; J. O. Ewing, Minneapolis, third. Time, 2:25<sup>1</sup>/<sub>5</sub>.

Two-mile handicap, Class B.—Tom Cooper, Detroit, 60 yards, first; E. C. Johnson, Cleveland, 90 yards, second; H. A. Githens, Chicago, 60 yards, third; A. E. Lumsden, Chicago, 60 yards, fourth; W. F. Murphy, 125 yards, fifth. Time, 5:08<sup>1</sup>/<sub>5</sub>.

Two-mile open, Class A.—W. E. Becker, Minneapolis, first; W. J. Martin, Minneapolis, second; J. K. McColloch, Winnipeg, third; J. O. Ewing, fourth. Time, 5:19<sup>4</sup>/<sub>5</sub>.

One-mile open, Class B, time limit 2:25. Run in 2:40, and ordered run over.—MacDonald, first; Bald, second; J. S. Johnson, third; Sanger, fourth. Run-over did not take place.

Three-mile handicap, Class B.—Tom Cooper, Detroit, 75 yards, first; L. D. Cabanne, St. Louis, 60 yards, second; A. E. Lumsden, Chicago, 75 yards, third; W. F. Murphy, New York, 140 yards, fourth; R. F. Goetz, Cleveland, 150 yards, fifth. Time, 7:33.

One-mile handicap, Class A.—B. B. Bird, St. Paul, scratch, first; W. J. Martin, St. Paul, 40 yards, second; W. E. Becker, Winnipeg, 40 yards, third; J. K. McColloch, Winnipeg, 40 yards, fourth; E. P. White, St. Cloud, 75 yards, fifth. Time, 2:18<sup>2</sup>/<sub>5</sub>.

Five-mile state championship.—B. B. Bird, first; W. E. Becker, second; A. J. Sweet, third; I. C. Dugan, fourth. Time, 14:18<sup>1</sup>/<sub>5</sub>.

Three mile lap race, Class B.—Not run.

#### Evolution of a Flannel Suit.

When the various (there are seven) members of the Columbia team wear flannel suits it is almost safe to say that that suit was once the pride of Asa Windle's heart. Asa had it washed and it then, by force of circumstances, became the property of Bald. But Bald had to have it washed and these suits do shrink under the hands of the modern laundryman. Green, who is a mite shorter than Bald, next appeared in spotless white. Green soon had his (?) outfit dirty and from the wash it reverted to friend Bridgeman, going in turn from him to Ray MacDonald or Edwards. The graduated stature of the various members of the Columbia team is very convenient when flannel suits are in fashion and the team always looks nice at a small expense. From MacDonald the suit goes east for Windle's little boy who will have to grow a little yet to wear it or probably the suit will keep up its awful habit and shrink down to the boy who is "nearly seven."

#### Newark's Track.

Newark has a very pretty located and finely surfaced track. It is doubtful if there is a finer located track in the country. Many decades back the mound builders constructed what is supposed to have been a game preserve. A circular mound, just a mile in circumference, with but the one entrance to the mound, from ten to fifteen feet high, with a six foot and often deeper ditch, cobble paved throughout, is the mound builders' relic which completely surrounds the track. This effectually shuts off all wind from its surface. The great trees throughout the track center and for a quarter mile either way help materially. This would make the record track of the country. Some of the riders may come back for records. Sanction has been asked for a meet late in August or September and all the team managers have agreed to bring their men back whenever the meet shall be held.

#### Road Records Accepted.

The following records have been accepted by the road records committee of the Century Road Club of America: J. W. Linneman, Buffalo, N. Y., 100 miles, time, 5:37:15, October 22, 1893 (state and national record, also record from Erie to Buffalo). W. H. Bettner, Elizabeth, N. J., ten miles, time, 27:17<sup>2</sup>/<sub>5</sub>, June 9, 1894 (state record). L. Wilmans, Dallas, Tex., twenty miles, time, 1:06:09, June 30, 1894 (state record). C. M. Collier, Memphis, Tenn., ten miles, time, 29:50, July 28, 1894 (state record). F. C. Graves, Springfield, Mass., Springfield to Boston and return, October 31, 1893, distance 200 miles, time, 17:28:30. American safety record for 200 miles.

#### Smashed a Record.

Over the Chicago-Elgin-Aurora course on August 5, R. P. Searle, of Rockford, Ill., made a double century, his total time for 208 miles being 16:38:00. This is the fastest time known for the distance. Searle was hampered some by his pacemaker who was taken ill on the road, necessitating Searle's dismounting and giving him aid. Searle was mounted on a Syracuse, the wheel with the crimson rims.

Walter Worls, a Wheeling, W. Va., professional, shaved off his whiskers, changed his name, and captured the one-mile open at Washington, Pa., on the Fourth of July. Chairman Raymond found it out and was about to make it hot for the man, when the latter apologized and returned the prize.



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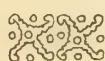
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William Van Wagoner, on August 5th, climbed the famous Tully, N. Y., hill, better known as “Hog’s Back,” a hitherto impossible feat, astride a 19-pound, 72-gear SYRACUSE racer.

Charlie Knowland, a 16-year-old aspirant for cycling fame, tagged behind, also mounted on a Crimson Rim. Close together they both reached the end of “Hog’s Back’s” mile and a half of steep ascent.

G. A. Williams, a youngster, won the Messenger Boys’ road race over the Cicero Planks, on August 3d, against a raft of older riders on other wheels.

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## BORDEAUX HOSPITALITY.

**Zimmerman Treated Like a King by the Populace—He Wins As Usual—Incidents of the Meet.**

BORDEAUX, FRANCE, July 30.—While receiving the plaudits of ten thousand Bordelais for having defeated the couriers in whom their pride was most naturally centered, Arthur Augustus Zimmerman, the timid Jerseyman and champion cyclist of the world, was sought and kissed by the fiancée of the lamented Cassignard. The walls of Bordeaux, from minaret to wine-cellar, shook with the waves of acclamation which followed this unreserved token of regard which the famous rider tendered to the memory of one whom French cyclists, from Calais to Marseilles, are fond of holding dearest above all others. She who, only a few moments before had been unable to check her tears as she passed by the bronze likeness of the great French rider and before which Zimmerman had stood with uncovered head, now embraced the stranger who had come to do greater things in the arena than Cassignard had ever done.

Cassignard, the athlete, who in life was a model of strength and symmetry, than whom no French rider ever received greater honors within the borders of his native land—the Cassignard who has been idealized as the greatest cyclist by nature designed—stood, in bronze and marble, within a

29th day of July, and he left no doubt behind him about the stereotyped declaration of his being

"The Best on Earth."

A tour of the track, 333 1/3 meters (2/3 of a kilometer), in 22 seconds! He rode without pacemakers and during a gale of wind! His running mate, Harry Wheeler, had been down there, and placed the French record at 23 1/2 seconds, and that was surprising enough, and the Loste brothers on a tandem—conceded to be as good a team as France boasts—had only done a fifth better under the most favorable conditions. That Zim could do :21 when the wind was not blowing was the opinion of all who saw the performance. Henri Loste rode close to Zimmerman in the 5-kilometer race, but he was a full 2 seconds slower when he tried the lap competition against the watch. The edge was somewhat scraped off from the performance in which he showed so well against Zimmerman by the exemplification of the real difference in merit when he tried the lap. He was a good follower, but not quite as good when he was made to go it alone, so that the impression was left among the spectators that Zimmerman might have won the race by more than the one length over Loste if he had wanted to do so.

### The Bordeaux and Paris Riders

were sent against the watch, one by one, in the lap competition, and their



shady circle into which the sun found its way through the boughs of spreading locust trees, while

### The Intrepid Foreigner

delighted the same people, upon the ground where he was so much at home for years.

Zimmerman did better than Cassignard had ever done, and the heart of the Bordeaux public went out to him in generous esteem. There was no reservation in the cheering, and there could be no lodging place for doubt concerning the hospitality of the people of the pretty city on the historical Garonne. When the races had been finished and Zimmerman started for his carriage a crowd of great proportions surrounded him, shouting, "Bravo, Zimmerman! Bravo, Zimmy!" until he was in danger of being good-naturedly crushed and having his bicycles meet the same fate. "Zim" they thoroughly appreciated was not much of a Frenchman, but he had shown all his competitors how to ride, and therefore they wanted to show him that they were sportsmen above everything else. The "Skeeter" fought his way through the hand-shakings and congratulations of various kinds, and was finally driven away to his hotel with the people shouting in capital Z's as he went along.

"Zim" had come to Bordeaux with his usual great reputation preceding him in gigantic posters, and the people who jammed the velodrome full and stepped on one another's toes in their anxiety to see him perform were not disappointed. He was "all right" at Bordeaux this Sunday afternoon, the

respective times announced before Zimmerman was called for. Loste had started off in :24, Fortuny, of Paris, surprised everybody with :23 3/4, and another man tied Loste's figures. When Zimmerman sailed around the pretty little velodrome, with his legs going as fast as they ever did in a quarter-mile sprint in America, it was evident that he was bent on fast time. The crowd knew he had beaten the others, for the difference was evident in his movement, and before the time was announced Zimmerman was proclaimed the winner from several thousand throats. He went all the way and was good for another lap. The rate was equal to :26 1/2 for the quarter, and, although not clocked, he really made the quarter under :27, because he started back of that mark and got immediately under full speed. A 1:46 gait without pacing was evidence that the New Jersey flyer was getting somewhat near to his desired form. The speed was equivalent to a fraction less than thirty-four miles to the hour.

Zim, accompanied by Troy, Trainer Rue, and the writer, arrived in Bordeaux Friday morning from Paris, and spent two days getting accustomed to the track. The surface (cement)

### Was Found to Be Speedy

and non-slipping, and the events proved that it had no superior in France. There are no straights, the track being built almost circular, so that contentions for the inside position are frequent, and the rider on the outside of the going has the farthest to travel. The track, with its environments, is



similar to the Buffalo of Paris, and is considered very "chic" in its appearance to the eye. The first time Zim went to the track to train he had as large an audience as would satisfy the management at some race meets, and his movements were watched with very polite interest. Loste and other Bordeaux riders trained at the same time, and they showed no departure from the custom so much followed by Paris riders, of getting close behind and never leaving Zim's rear wheel, whether he sprints or rides so slow that dismounts are almost necessary. (Zim says he doesn't want to insult any of 'em, but he does wish they would some day "tumble" to the fact that he is not riding for the purpose of making pace for and pulling out by the sprints any of the men he is expected to race against.) Loste showed well in the practice, and he was able to stick well to Zim's rear, as he has made a specialty of

#### Following Hot Tandem Pace.

When Zim drove to the track a couple of hours previous to the time set for the races and beheld pilgrimages of people already making their way to the scene he was quite well satisfied with the prospects of doing quite well in his 25 per cent rake-off on the gross receipts. The tariff had been doubled on account of Zimmerman's appearance, but nothing of that kind would keep the people away, and the directors of the velodrome said that fully a third of those present had come from points outside of Bordeaux. A party of Americans came from Arcachon, the famous old watering-place near the sea. The first event on the programme in which Zimmerman was called upon to compete was a scratch race of 2,000-meter heats and a 5,000-meter final. Fortuny, of Paris, and Bauby, of Bordeaux, were in his heat—the second, following that which Loste won easily. Fortuny asked Zim to make the heat hot so he might come into the final by running as the fastest second, but the "Skeeter" very politely declined. In retaliation therefore Fortuny

#### Tried "Funny" Tactics

and attempted to bother Zim by making a rush from the banking when the distance was one-third accomplished. He was promptly caught, however, and he failed to get second.

Caupeil won the third heat, Leneuf, of Paris, the fourth, and Laught the fifth. With Vignaux, of Paris, the fastest second, the candidates for the final were six in number. It was conceded that Loste was sure of second place, with Leneuf a possibility for that honor. Loste immediately hitched on to Zimmerman's rear wheel, and he went through a very narrow place between Leneuf and Vignaux to retain it in the sprint for home. Zimmerman put on steam as he entered the last lap, but eased up slightly and maintained a safe place in the lead going along the backstretch. Vignaux had been leading, and in the sprint he should have very properly fallen in line as Zimmerman went by, instead of allowing Loste to supercede him. Leneuf was on the right flank going well, but the others were only able to keep a respectful distance in the procession. Zimmerman lay to his work as he turned into the homestretch, and, of course, was not headed at any time. Loste rode splendidly, and was not much more than a length to the bad as the tape was crossed. Leneuf was unequal to third, allowing himself to be beaten by Vignaux, who was seven or eight lengths back of the leaders.

#### Loste was Cheered

on account of his showing, almost as vigorously as though he had won, and he rode around the track in Medinger style to receive congratulations. For the moment Zimmerman could scarcely tell whether he or Loste was the object of applause.

The real difference between Zimmerman and Loste was shown in the trial for one lap unpaced against time, the 2 seconds showing ninety-nine feet by which Zimmerman surpassed him. Zim literally flew around the oval, his feet working like rapid machinery, and he finished stronger than he started. The Bordeaux people extended every courtesy to Zimmerman, almost neglecting their own riders in the expression of their sportsmanship.

"Joe" McDermott, Zim's brother-in-law, made his appearance in Paris last night, accompanied by his son, Carl. When Zim returned to his hotel at an early hour this morning he found "Joe" and the "nephew" in bed. An

awakening was effected, in the voice which the long-legged phenomenon is known to have always in reserve, and there was a family hugging. The big and the little brothers-in-law embraced each other and danced in a circle. When asked "what he came for and how long he was going to stay," Lawyer McDermott said he hardly knew why he came, and as for how long he intended staying that was still harder to answer. He did not express the uneasiness he has been credited with feeling in regard to

#### Zim's Alleged Indulgences

with Parisian gayety, and the intelligence of the good work at Bordeaux had a tendency to afford him further doubt as to the truth of the meddlesome reports.

Lumsden won the 50-kilometer race at Buffalo yesterday, and Starbuck, the Iowa man, came in a close second, which might possibly have been a first had he not fallen on the slippery track. The rain poured down during a part of the contest, the water running in streams across the track. The two covered 39 kilometers 138 meters (about twenty-four miles) in the hour.

Fournier has been called back to his regiment and he will not be seen on the track again very soon. His flying mile, paced by tandems, in 2:00½ showed that he was getting into good shape.

Crooks won the 100-kilometer race at Spa, defeating a number of the best Frenchmen. J. M. ERWIN.

#### Wheels for Election Day Service.

BIRMINGHAM, ALA., August 13.—

The Birmingham Cycle Club has opened a new field of usefulness for the bicycle, which may be interesting news to those who are weary of reading about race meets. A state election was held here on August 6, after a long and exciting campaign. As Jefferson County polls a larger number of votes than any other county in the state, the public were naturally very much interested to know the result of the election in this county; and to assist in bringing in election returns the wheelmen resolved to send couriers to all the voting precincts with which there was no telegraph communication. The plan worked splendidly, and within an hour after the polls closed the first messengers came in, followed by others at short intervals, and within 4 hours all but four had reported. A few were delayed by slight accidents and punctures, but all reached Birmingham before the votes in this city had been counted.

Several of the precincts were from twenty to thirty miles distant, and much of the road was very rough and mountainous. They had the advantage, however, of getting over the worst part of the roads before dark, and finishing on macadam. Thirty riders engaged in the service, and covered a total of 1,049 miles—an average of thirty-five for each one. Twenty-five voting places were reported. In many cases two men were sent together, while sometimes one man would report two or more precincts.

The gospel of the wheel was carried to the remotest parts of the county, and the riders had many amusing experiences with the country people who had never seen bicycles before.

This plan gave a practical illustration of the value of the bicycle, and will prove a great advertisement for the wheel.

#### CHARGES AGAINST B MEN.

A dispatch from Minneapolis, August 13, says that at a meeting of the Minneapolis Cycle Track Association resolutions were adopted preferring charges against Sanger, Titus, Cabanne, Lumsden, Githens, Goehler, MacDonald, Bald, and Murphy, as follows: Demanding money for acting as pacemakers in racing events; demanding cash consideration for riding an exhibition tandem mile against the world's record, and refusal on the part of the scratch men to ride in events in which they were entered, have been forwarded to Chairman Raymond for investigation and action thereon.

W. H. Crosby, manager of the Spaulding Machine Screw Co., is the proud father of a new daughter. Reports assure us that mother and child are doing well. We don't know how the father fares.



J. P. BLISS ON A RAMBLER.



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Standing Start.

AUGUST 2. ONE MILE.

Quarter mile	.	.	.	.	:32 1-5
Third mile	.	.	.	.	:42
Half mile	.	.	.	.	1:00 2-5
Two-thirds mile	.	.	.	.	1:19 1-5
Three-quarter mile	.	.	.	.	1:29
One mile	.	.	.	.	1:57 3-5
One mile flying	.	.	.	.	1:53 4-5

### NAT BUTLER ON M. & W. TIRES.

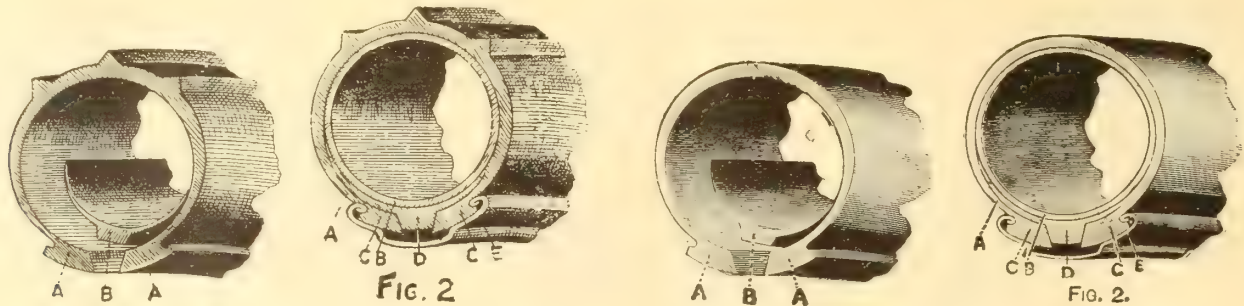
July 25, Quarter mile.	:29 4-5.	July 28, :28 3-5
" Third "	:39 2-5.	" :39
" Half "	:59 4-5.	" :59 1-5
" Two-thirds "	1:21 1-5.	" 1:20 2-5
" Three-f'rths "	1:31 4-5.	" 1:31
" One "	2:04 1-5.	" 2:03 2-5
" One-one-fourth "	2:35 1-2.	" 2:36
" One-one-third "	2:45	" 2:45 2-5
" One-one-half "	3:05 2-5.	" 3:05 2-5
" One-two-thirds "	3:26 4-5.	" 3:26 2-5
" One-three-f'rths "	3:37 4-5.	" 3:36 4-5
" Two miles.	4:10	" 4:07 2-5

## MORGAN & WRIGHT, CHICAGO.

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## ZIMMERMAN'S NEW VENTURES.

NEW YORK, August 13.—In conversation with T. A. Zimmerman, the father of Arthur A., at his home last Thursday, it was learned that the champion had received excellent offers from a Parisian company to remain all winter in Europe and race at indoor tournaments. Troy and McDermott are in favor of it, but Arthur is inclined to be just the least bit desirous of seeing his folks and home as soon as possible, so as yet nothing definite can be said beyond the fact that the offer which Zim has received beats the figures made him to appear as an actor in a play in America this winter. In regard to that report, Mr. Zimmerman, Sr., says: "A theatrical manager approached Arthur, before he left this country, with a proposition and some startlingly large figures in the way of salary. Well, the boy laughed, and made use of the remark, 'Hah, I'd make a funny actor, I would! Imagine me coming on the stage dressed like Hamlet! Why, I'd fall all over myself.' However, the proposition was so favorable that Arthur promised to consider it and let the theatrical manager know his decision when he returned from Europe. So, you see, there is nothing authentic as yet. He has not decided."

As to the Zimmerman Mfg. Co. that will be started just as soon as the new factory building can be completed, but not before the first of November. The machine manufactured will be called "The Zimmerman" and will be built by a company of which Jimmy, F. G. McDonald, and an Englishman, now prominent in the trade of England, will be "the people." The other business will be known as "Zimmerman, McDonald & Co.," and they will make a specialty of sundries, such as bells and lanterns. The factory for this business is already up and occupied, and according to Mr. Zimmerman, Sr., the first output of the factory will be on the market in less than ten days, or by August 20. The two concerns are absolutely separate, although the same names appear to be connected with both.

## CAMPING FEVER AT CLEVELAND.

CLEVELAND, OHIO, August 13.—Cycling seems to have gone to the dogs the past two weeks among the members of both the C. W. C. and L. C. C. Camping seems to be the thing now and the fever is causing deserted club-houses these nights. All the boys have gone camping and the wheel is used now only for travelling to and from business. West of the city at Lakewood is camp "De Witney," which is composed of fourteen C. W. C. boys and ten of the gentler sex. East of the city is camp "Hot Tamale" and camp "Wah-hoo-wah," the former composed of Lakeside boys and the latter of C. W. C. men. Both are "stag" camps, and are close neighbors and rumor says they keep the neighborhood lively.

At the annual field day of Company A, Fifth Regiment, the following events were hotly contested: One-mile open.—R. D. Updegraff, first; Joe Graves, second; Geo. Comstock, third. Time, 2:53. A time limit of 2:45 had been set and the race was run again: Updegraff refusing to ride, Graves won, Comstock, second, and Calhoun, third. Time, 2:45. Half-mile open.—Updegraff, first; Graves, second; Calhoun, third. Time, 1:15. Two-mile open.—Updegraff, first; Graves, second; L. C. Dorn, third. Time, 2:46½.

A treat is promised for September 8 at C. A. C. park when the employees of the H. A. Lozier Co. will have a race meet of their own.

A team of five riders from the C. W. C. will enter the 246 mile Buffalo-Pittsburg road race August 23, and will consist of the following: Merrills, Graves, Storey, Guinn, and Booth. The Lakeside club will probably be represented by Dahlke and Miner.

The Lakeside club gave an excursion to Put-in-Bay on Friday last, which was well attended and much enjoyed.

## TROUBLE IN MARYLAND.

BALTIMORE, August 13.—Something sensational seems in store for Maryland cyclers. A letter has been sent to Chief Consul James B. Reed, signed by six of the most influential officers, demanding of him a calling of a special meeting of the officers to look into the finances of the division and to define, for all time, who has the management and responsibility of the troublesome Park cycle track. In fine, the meeting is to question the chief consul as to his stewardship and that of Mr. Mott, his predecessor. As has been reflected in this correspondence, a certain element was turned down from track privileges at the last division meeting. This party has been irreconcilably sore ever since and wants to do something. At the last meeting of the officers the then chief consul, Albert Mott, was questioned as to his authority to give a division race meet without having the official sanction of the officers. It was shown that Mr. Mott had consulted a majority of the board unofficially, and such was the absolute regard with which Mr. Mott was followed, that the matter ended amicably.

But when, shortly after, Mr. Mott resigned and Mr. Reed became chief consul, the disgruntled faction felt that it had been handed over to the enemy, and never ceased to stir up feeling. The kickers assert that they have a majority and will run the meeting on their own lines. This might be very disagreeable to Chief Consul Reed. Certainly the kickers can find no objection to Reed for anything he has done as chief, as his promotion has been so recent that he has done nothing. Their darts are aimed at him because of the fact and the manner of his barring them out from track privileges enjoyed from time immemorial. Some of those arrayed against the administration have been hearty supporters of local cycling. So hot are things becoming here that it is hard to live among them and not become so

biased that it is difficult to see them clearly. The more active ones on the call for a meeting are quite violent in their opposition. If they can have their way they will run through a vote of lack of confidence in Mr. Reed. As that gentleman is a fighter, this may not do the work his enemies design, and then there will be a deadlock.

There is common sense, however, in the stated reasons for the calling of the special meeting: The track is managed by a board made up from the incorporators; whereas, the officers had been under the impression that they were the track managers for the first year. They now say that they will refuse to permit the division to be responsible for the track debts if they are not to manage it.

It is quite possible that the meeting may find something to say adversely to Mr. Mott's administration. If they should find that the last race meet was a financial failure, as hinted; they would do themselves credit to not notice it officially, as Mr. Mott's work as chief consul was great, unselfish, and beneficial beyond parallel. Quite the proper thing for the meeting to do would be to give Mott an engrossed vote of thanks for his work and regrets for his loss.

## Can Not Get Their Medals.

PHILADELPHIA, August 11.—The committee in charge of the recent century run from Newark have again refused to give the trophies to the Turner Wheelmen who survived the long and arduous ride. All of the other four hundred odd men have received their medals and the Turners are considerably worked up over the attitude assumed by the committee in their case. The Turners were half an hour late in starting on the run, but it was understood by them that the checkers would remain at their posts, and that every man who survived would get a medal. They did not get into Newark until very near the starting time and had not yet had anything to eat. Captain Auer consulted one of the committee men and he claims he got permission to get breakfast with his club and follow the main contingent. None of the checkers were seen from Newark to Plainfield, but after the latter place was reached they were found at their posts. Twenty-two members survived and besides laying claim to medals for each individual they demand the banner offered to the small club for the largest number of survivors. Official complaint is threatened if the Turners are not appeased.

The only Philadelphia rider to take part in the relay race from Washington to Denver was Charles T. Cabrera, of the central branch of the Y. M. C. A., who rode the sixth relay eight and one-half miles over a hilly road in 26 minutes, which is also the record over the same course.

A party of Century Wheelmen will leave this city on Friday for a trip through New York and New England. They will go from this city to the Hub via the steamship line, after which they will mount their wheels and head for the Quaker City. From twenty to fifty members are expected to attend.

## Will Have to Keep Their Dates.

Fifty-eight charter members are enrolled on the charter list of the American League of Racing Cyclists. This list was closed by the board of directors at Minneapolis August 11. Orders were given for proper scroll pins.

The organization is in its infancy yet, but within the past ten days has saved the tourists a matter of \$30 through its transportation committee. Working hand in hand with the L. A. W. Racing Board, as it fully intends to do, the following resolution speaks well for the A. L. R. C. This resolution was moved by Mr. Atkins:

"WHEREAS, Certain racing men and team managers have in the past in several instances entered themselves or their teams at certain race meets and both failed to appear and to serve proper notice as provided for in the L. A. W. rules, therefore, be it

"Resolved, By the board of directors of the American League of Racing Cyclists that a repetition of this offense will result in the suspension of said rider or team for such time as this board remains in office."

## The Meet at St. Louis.

If the quality of the talent entered and the quantity and value of the prizes offered count for anything, the national circuit meet of the Associated Cycling Clubs of St. Louis, on Saturday, August 25, is an assured success, as all the best riders, including such men as Bliss, Cabanne, Bald, Murphy, and Taxis, are entered, and the prize list amounts to \$1,500 in value, so arranged that there is "honey" for all the "B's." One point which vitally affects the success of a meet, is the track, and in the Pastime track, on which this meet will be held, the A. A. C. have one of the safest and fastest tracks in the west, if not in the country. It is a three-lap track, well banked at the turns, and has a surface of clay and red cinders, which is readily made as smooth as a billiard table. The upper turn is large, and the home stretch is about forty feet wide, so that there is plenty of room for passing. The training quarters and dressing-rooms, are arranged with all conveniences for the racing men, having shower baths, lockers, coats, etc., all under the careful supervision of trainer Tom Aitken.

## Cutting Breaks Gunther's Record.

Last Sunday Charles D. Cutting, of Chicago, went after the new century record of 6:50:00 made by Gunther over the Elgin-Aurora course. Cutting found the roads in wretched shape, but managed to navigate the course in 6:45:45, being paced but part of the distance. He rode a twenty-pound Ide Special, fitted with Palmer tires.



## A STUDY OF ZIM.

As a close student of the American press the name of Zimmerman was familiar when as yet it was unknown in the United Kingdom. His wonderful performances on that anything but speed mount, the Star, and his capacity for riding and winning almost an unlimited number of races in a day excited our astonishment, and in our own mind, says the editor of the *Irish Cyclist*, we put him down as one of the most marvelous riders of the age. When his intention of visiting England was announced we felt that he would prove a formidable opponent to Osmond, and when later he arrived and competed in race after race without scoring, our confidence was never shaken. In these columns we asserted again and again that when he got fit he would give a good account of himself.

He more than realized our expectations. He just succeeded in getting ripe for the championship, and never shall we forget the way in which he made common hacks of the cracks of the United Kingdom, leaving them in the final sprint as if they were second-raters. For the first time it dawned on the English cycling world that in the American champion they had a man who stood head and shoulders above all others—a king among racers.

Since then he has upheld his proud position. With a seemingly reckless disregard for his great reputation, he has risked defeat again and again by the tremendous amount of work which he put in, and the number of races in which he competed, but only a few times were his colors lowered. Over 100 firsts did he win last year—a record which in itself is never likely to be beaten.

As a so-called amateur he no doubt earned a princely income, but although in this respect he lowered himself to the standing of other cracks, he has always had a reputation for the straightest possible riding, and in any of the ordinary affairs of life his word would be considered as good as his bond. He has now joined the professional ranks, and it is said that the consideration for his doing so was the round sum of \$10,000, while the opportunity will be placed in his way of earning some \$20,000 in addition. In appearance the great American is lengthy, but wiry, while his face is expressive of the keenest determination. He sits far forward on his machine, and for years past has adopted exactly the same position. His style is peculiar, but graceful. To look at the man sprinting a last corner, one would think that he was riding at his ease were it not for the contrast between him and his laboring opponents.

Then the I. C.'s physiognomist goes on and talks about Zim's face. He says: The forehead high, but not wide, shows good average intellect. The eyebrows, extremely thick and dark, and so close to the eyes as to almost touch the eyelid, show very persistent will; but the want of convexity in the outline of the nose tells of a character that is not ambitious of following its own impulses exclusively. It is the high arched nose that can not be ruled. The deep-set eyes tell of good memory and clear judgment. These very dark eyes, taken with the indications of the ruffled hair at the inner end of the eyebrows, show capacity for violent anger when roused, but the pupil is not sufficiently displayed to denote hasty temper. The eyes are rather close together; this denotes keenness and shrewdness in worldly affairs. The width of the bridge of the nose shows that the subject is not extravagant; its comparative shortness betrays want of artistic perception. This is not the man to rave over æsthetic or philosophic beauties. The full nostril shows that Zimmerman is naturally rather impulsive, but the compressed lips indicate a reserve that keeps this in check. The droop in the center of the upper lip denotes power of concentration. The low-set ear shows courage, not of the intellectual, but the physical order. The roundness of the chin and width of the jaw tell of a naturally pleasure-loving disposition. The face is a good one on the whole; but such intense persistence and concentration as it shows are rather dangerous qualities, when, as in this case, they are not balanced by unselfishness or very strong moral principle.

## NEW YORK NEWS NOTES.

NEW YORK, August 13.—The annual meet of the Mercer County Wheelmen, of Trenton, N. J., to be held on August 25 on the track of the interstate fair grounds at that city will be one of New Jersey's leading events of the year. The events are open only to Class A men, but the best of three states will compete, and the races should not lack interest. In addition to the regular programme, a team race for the interstate championship will be contested, three men on each team, New Jersey, New York, and Pennsylvania being represented. In this event the individual winner will receive a gold medal, while the victorious team will be awarded a magnificent silk banner.

At the matinee races of the Crescent Wheelmen of Plainfield, N. J., on their kite-shaped track last Wednesday, Monte Scott, a member of the C. W.'s, and a fast local pedaler endeavored to lower the paced mile record for Class A on that track. Charles Brown, of Elizabeth, held the record, which was 2:17, but Scott easily clipped that, and established a new mark of 2:09. Other events were: One-mile handicap, won by Monte Scott, C. Rydell, second. Time, 2:19¾. Third-mile, scratch, won by Monte Scott, H. Scott, second, C. Rydell, third. Time, 47¾. Two-mile handicap, for members of Victor Wheelmen only, won by Joseph Balden, scratch. Time, 5:53½. Exhibition mile on Eagle ordinary, by Charles Vandever. Time, 3:10¼.

Two-mile exhibition, by A. H. Barnett. Times, first mile, 2:24½, second mile, 2:35¾, total for two miles 5:00¼. Mile, triplet exhibition, Nate Titsworth, Andrew Fritts, and A. E. Hindrichs. Time, 2:15½. The attendance was fair, and the Crescents promise to continue the matinees at intervals as long as there is any patronage.

The managers of the Good Roads tournament, at Asbury Park, August 30, 31, and September 1, have received the entries of the Pacific slope champions, Wells, Zeigler, and Foster. The Class B championship at one mile will be boiled down, heat after heat, until there are but two men left, between whom the final will be contested. There will probably be the greatest number of novices in the race set apart for them that ever met on a track. Already close onto one hundred of them have entered and fully a dozen trial heats will be necessary to get through with the event. The *New York Times*, as usual, up to date, will donate a huge gold medal, worth fully \$50 as first prize in this race. Generally, a \$50 medal is worth about \$12, but this is an exception. The *Times* medal would ordinarily be listed on a programme at \$125, and yet be worth but \$50. It is a beauty, and worth every cent of its advertised value.

"Jack" Prince and "Al" Schock have left for more verdant fields. The pair have

their route all made out and, according to Prince, they are bound to make \$3,000 each during the next three months. They are en route for the logging camps of Wisconsin, and thence via Minneapolis they go to Cheyenne, Butte City, Salt Lake City, and Frisco. There is probably more to be made in that country than was the case here, if the most recent "professional fizzle" can be used as a criterion.

## MISS ANNIE OAKLEY.

Visitors to the World's Fair at Chicago will remember the graceful girl at Buffalo Bill's Wild West Show, who was such a wonderful rifle shot. She would break glass balls and clay pigeons with an ease that would make the small boy anxious to do likewise. The pretty maiden was Miss Annie Oakley. She is still with Buffalo Bill and now shows her skill with the rifle in New York, where the wheelmen have gone crazy over her. But she now has something more attractive in her performance, mounted on a twenty-seven pound 'ladies' Sterling, she astonishes large audiences by performing wonderful feats of marksmanship while on her wheel. Miss Oakley is an ardent wheelwoman, and takes a daily ride of twenty miles. She wears a suit of tan, with a white skirt that fastens at the knee to a pair of neat leggings.



MISS ANNIE OAKLEY.

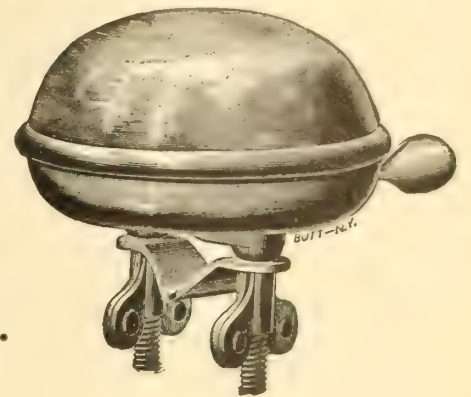
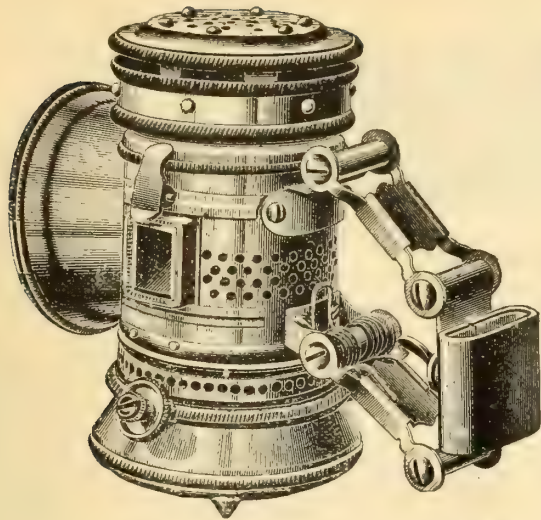


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AT MILWAUKEE:

FIRST in the ONE-MILE HANDICAP, Class B.  
SECOND in the ONE-MILE, Class B (Sanger first).  
THIRD in the TWO-MILE HANDICAP, Class B.  
FOURTH in the HALF-MILE OPEN, Class B.

AT RIPON:

FIRST in the THREE-MILE HANDICAP, Class B.  
SECOND in the TWO-MILE HANDICAP, Class B.  
SECOND in the TWO-MILE OPEN, Class B.  
THIRD in the QUARTER-MILE OPEN, Class B.

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THE PEERLESS MFG. CO., CLEVELAND, O.



# THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, AUGUST 17, 1894.

No. 24.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

**SUBSCRIPTIONS:**

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

## RAYMOND FOR PRESIDENT.

Generally we do not like to mix up with politics. We are plain people, and would rather spend our time improving our wheel than chasing around and repairing fences that some other politician is likely to throw down for us the next day. But still we will have to violate our rule in this case, and state our preference for the next president of the great League of American Wheelmen. We have devoted some time carefully examining the presidential timber that has been laying around loose. After studying the ground over we have made up our mind, and we now fire the first gun for H. E. Raymond, at present chairman of the L. A. W. Racing Board.

Here is a man who attends strictly to business. He always has the good of the League at heart, and we can safely say that he works harder than any other man on League business. He has made racing what it is today. Of course, we hear sneers concerning the two classes. But that is not Mr. Raymond's fault. He has done the best he could with the material he had on hand. He spends nearly all of his time attending to his duties as chairman of the Racing Board, and he sacrifices his own business that that of the sport he loves so dearly may be attended to properly.

Therefore we would ask the League politicians to remember Mr. Raymond when they are making up their slates for the next election, and put the name, "H. E. Raymond, president," at the top of the ticket.

## AMERICAN RECORD!

**A. A. Hanson, of Minneapolis, Breaks Spooner's Twenty-Four Hour Record on a Fowler.**

**He Makes His Ride Under Great Difficulties—Comparatively Fresh at the Finish.**

MINNEAPOLIS, MINN., August 10.—A. A. Hanson, the Minneapolis lad who went out to smash Spooner's record of 374 miles 1,605 yards in 24 hours, completed his task at 2 o'clock this afternoon, with a mile and a quarter to spare. Hanson went 376 miles 474 yards in 23:55:30. In the last five miles the speed was about 3:40, and the finish was made in the presence of an immense crowd. Although carried from his wheel by his admirers Hanson was in good condition, and suffered very little. But that is easily accounted for—he rode a Fowler.



A. A. HANSON.

Hanson started on his long ride at 2 o'clock Thursday afternoon and kept it up until late Thursday night, when a slow rain began falling, and every one thought that the lad must surely give up. Hanson said he wouldn't quit if it rained pitchforks. At the end of his first 12 hours he was paced by Burney

Bird, who was followed by Travis, Hanson finishing his 12 hours a quarter of a mile short of Spooner's time. Hanson made a brief stop after he had made 101 miles, and took a light lunch, and started off again, taking a rest of 15 minutes after he had made 253 miles. He got a severe fall at the end of the 296th mile by running into Travis, his pacemaker, but neither was seriously hurt, although badly shaken up. All through the cold, wet night Hanson kept going around and round the track, and his power of endurance was a marvel, as he had by no means the training he should have had for such a task. At 6 o'clock this morning he stopped 20 minutes for lunch, and made no other stop until time was called at 2 p. m. It is thought that under first-class conditions, and well trained, Hanson can beat his own record by a good big bit.

The time, as given by the scorers up to the 300-mile mark, was as follows: twenty-five miles, 1:17:11; fifty miles, 2:36:33; seventy-five miles, 3:34:00; 100 miles, 5:25:30; 125 miles, 7:02:13; 150 miles, 8:30:00; 175 miles, 10:18:33; 200 miles, 11:50:10; 225 miles, 13:38:07; 250 miles, 15:19:05; 275 miles, 17:07:00; 300 miles, 18:58:03.

## WELCOME, MR. BASSETTI.

All loyal Chicagoans are going around with happy faces this week. There is an air of conscious pride in their bearing, and they walk as if they were treading on eggs. They are happy, and they are not afraid to let people know it. In fact, some of the more enthusiastic ones "spoke right out in meetin'," and declared that "He's all right." And it was all caused by the fact that one man had shaken the dust of sleepy old Boston from his feet, jumped on a train, and, with his household effects, was whirled away to Chicago to take up his permanent residence. That man was Abbot Bassett, secretary of the League of American Wheelmen.

Mr. Bassett, we have always been a great admirer of yours, and we take this occasion to welcome you to Chicago. Anything you want is yours, and, if after a month's residence in the Windy City, you do not say that it is the only place in the world to live, we will take off our shirt and eat it. Again we tender you a western welcome, and give you the freedom of the city.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## ALL SPACE SOLD.

**Manufacturers Eagerly Seize All Available Space at the Chicago Cycle Show—Applications on File—What the Agents Say.**

Four spaces in the tire department are the only spaces left for the Chicago cycle show. The demand for space has been great, but it has been the case of the early bird catching the worm and the maker who engaged space early is now shaking hands with himself. At the present writing the following have made application for space, but have had to go on the waiting list: J. J. Warren & Co., Waltham Mfg. Co., Royal Cycle Works, Overman Wheel Co., McKee & Harrington, Remington Arms Co., Central Cycle Mfg. Co., Marble Cycle Co., Indiana Novelty Co., and the Excelsior Supply Co.

The following have engaged space: Rouse, Hazard & Co., Western Wheel Works, St. Louis Refrigerator & Wooden Gutter Co., H. A. Lozier & Co., Marion Cycle Co., Ide & Co., The Gormully & Jeffery Mfg. Co., Crawford Mfg. Co., Yost Mfg. Co., Shapleigh Hardware Co., Eagle Mfg. Co., A. Featherstone & Co., Derby Cycle Co., E. C. Stearns & Co., Pope Mfg. Co., Kenwood Mfg. Co., Stover Bicycle Co., Union Cycle Mfg. Co., Hill Cycle Co., Monarch Cycle Co., Indiana Bicycle Co., W. H. Wilhelm & Co., Munger Cycle Mfg. Co., Syracuse Mfg. Co., Sterling Cycle Co., Black Mfg. Co., Two Speed Gear Co., Ariel Cycle Co., E. B. Preston & Co., Buffalo Tricycle Co., Warman & Schub, Meteor Cycle Co., Ames & Frost Mfg. Co., Eclipse Cycle Co., Julius Andrae, Relay Mfg. Co., Columbus Bicycle Co., Fulton Machine Works, Grand Rapids Cycle Co., The James Cycle Co., A. G. Spalding & Bro., National Cycle Co., Peerless Mfg. Co., Parkhurst & Wilkinson, R. B. McMullen & Co., Shelby Steel Tube Co., Indiana Rubber Works, Chicago Tip & Tire Co., Eastern Rubber Works, Palmer Tire Co., New York Tire Co., New Departure Bell Co., M. E. Griswold & Co., Braddock Hose Supporter Co., Rockford Tool & Sundry Co., C. J. Whipple, Niagara Cycle Fittings Co., Simonds Rolling Machine Co., Reed & Curtis, Spaulding Machine Screw Co., A. U. Betts & Co., Kalamazoo Cycle Co., Hill Machine Co., Cleveland Machine Co.

### What Dealers Think of the Show:

The Chicago cycle show will certainly be a success. Will attend.—J. H. Kendig, Huntington, Ind.

Manufacturers can certainly depend upon almost every Iowa agent being present.—Keller & Letts Co., Mason City, Ia.

One of our firm will attend the Chicago show.—Harvey-Hall Arms Co., Seattle, Wash.

The Chicago show is our favor.—D. M. Sechler Carriage Co., Moline, Ill.

One of our firm will surely be in attendance at the Chicago show.—Leigh & Robbins, Hutchinson, Kas.

Will attend the Chicago show.—E. W. Joy, Wapello, Ia.

With all dealers west of Ohio it means a saving of more than half the time and expense consumed in a trip to the east to be favored with the opportunity of attending a cycle show in Chicago.—E. R. Guthrie, Lincoln, Neb.

The advantages of the Chicago cycle show are manifest to all.—Wm. Norman, San Francisco, Cal.

A Chicago show is what we want.—Oklahoma Bicycle Co., Guthrie, Oklahoma.

The great benefits which all will receive from the Chicago show are apparent.—Ashland Cycle Co., Chicago, Ill.

All western agents will attend the Chicago cycle show.—A. E. Maxwell, Pittsburg, Kas.

There should have been a Chicago show held some years ago. It will be largely attended by agents.—A. E. & H. H. Stever, Owosso, Mich.

The agents of the west have been overlooked too long.—H. Manderfeld, New Ulm, Minn.

We are decidedly in favor of a Chicago show.—S. C. Bengerner & Bro., Austin, Tex.

Will surely attend the Chicago show.—J. M. Ballard, Eau Claire, Wis.

The Chicago show will be of great and lasting benefit to the trade.—Cordell & DeWitt, La Crosse, Wis.

The Chicago show will greatly help the western agent.—Fennell, Shaw & Co., Frankfort, Ind.

We can plainly see the many advantages of holding a Chicago show. For it will afford the western and southern agents their first opportunity of attending an exhibit of this character.—Graham Mfg. Co., Chattanooga, Tenn.

It is wise to make the western dealer acquainted with the eastern manufacturer. C. C. Beringer, Ogden, Utah.

We demand that there be a western cycle show, and that it be in Chicago.—Ira Chapman, Waldron, Ind.

We heartily approve of a cycle show in Chicago.—Cincinnati Milling Machine Co., Cincinnati, O.

There can be no better place for the show than Chicago. We will be there and do all we can for it.—J. W. Henry & Co., Valparaiso, Ind.

Am very much in favor of a national show in Chicago in 1895.—C. A. Cone, Jackson, Mich.

We prefer the show in Chicago because it is near enough for us to attend.—Ohio Cycle House, Columbus, O.

Count me in for one of the many who will attend the Chicago show.—S. Page, Jr., Waverly, Ia.

Give us the show in Chicago.—Elder Bros., Clarksville, Tenn.

By all means give us a western show in Chicago. It will be very beneficial to the trade in the west and south.—Gibson China & Toy Co., Nashville, Tenn.

The need of a western show is apparent. We shall be pleased to attend.—Shardlow & Barker, Cherokee, Ia.

We are heartily in favor of a Chicago show.—A. D. Black & Co., Jacksonville, Ill.

The thought of holding the show at any other place than Chicago should not be considered for an instant. It is an undisputed fact that the west is fast becoming a strong rival of the east, both in the manufacture and sale of the popular mode of travel, and this being the case, let us have the show. The expense and time involved in a trip to the east detracts from the interest and profit that should be derived from it. By all means give the western agents a chance to show that they have the enterprise to turn out for the show.—The Wayne Cycle Co., Orrville, O.

We think that cycling in the west has reached the stage when a national show will be of great value to the dealers and makers. The business in the west is rapidly increasing, and the boom a show will give it can scarcely be imagined.—H. D. Smith Hdw. Co., Sedalia, Mo.

Your idea is good.—Wm. R. Burkhardt, St. Paul, Minn.

A show in Chicago would be a good thing.—W. H. Mead, Pataskala, O.

I am for Chicago every time over the east.—H. P. Sights, Henderson, Ky.

Chicago is the "boss" place for the show.—Fred Volland, Columbus, Ind.

Am heartily in favor of Chicago for the next show, and will do all I can for it. Will be on hand, of course.—R. B. Whitmore, Memphis, Tenn.

Am heartily in favor of a show in Chicago. Give the western agents a chance to see and compare the different makes of wheels.—S. D. Crain, Atlantic, Ia.

Give the west a chance. I'll be on hand.—E. T. Woodruff, Lapeer, Mich.

Whatever influence I have shall go for a Chicago show.—O. Paulson, Grayling, Mich.

Chicago is the only place for the show.—Nelson Haskin, Imlay City, Ia.

Am glad there is to be a show for me to attend in Chicago.—J. G. Kitchell, Madison, Wis.

I shall attend the Chicago show. There is a growing interest in cycling in the west that will bear encouraging. A show helps educate the agents.—T. L. Canfield, Woodbine, Ia.

It seems to us that with the rapidly growing trade in this section, it is vitally important for eastern makers to come west with their goods, and we know no more effectual way for them to do so than that to show in Chicago. Some of us will be on hand.—Avery Bros. & Brooks Co., Galesburg, Ill.

Are satisfied that a national cycle show is just the thing for Chicago and the great west.—Hessel & Leykom, Antigo, Mich.

Count me in for the Chicago show.—Harrison Haskins, Urichsville, O.

Are heartily in accord with the idea of a show in Chicago. The bulk of the manufacturing trade may be in the east, but the bulk of the demand will soon be in the west. The Chicago show will open the eyes of the easterners.—Perkins & Richmond, Grand Rapids, Mich.

Am in favor of a show in Chicago, and will, of course, attend.—M. B. Nute, Columbus, Wis.

Am in favor of the Chicago show, and will be on hand. Can not see why it is not more essential to hold a show there than in the east.—E. C. Adams, Battle Creek, Mich.

I can not think of anything that would do the trade in the west so much good as a show at Chicago. I shall attend and expect to gain much valuable information.—Henry Trevett, Champaign, Ill.

Give us a show in Chicago.—D. Barringer, Rocky Ridge, O.

Think a western show the proper thing. It will develop the western trade wonderfully. Shall attend.—W. H. & H. C. Fouts, Zanesville, O.

Think the Chicago show will be a good thing, and shall take pleasure in attending.—Manley Bros., Harvard, Ill.

Let Chicago have a show that will set the whole west talking "wheels." There are enough factories and agents in the west to make it a success and if the easterners don't want to come we can do without them.—W. A. Green, Amboy, Ill.

The west is a large field and Chicago the largest cycle manufacturing center in the country, and it is time that a show was given in the west. Facilities for reaching it are the best.—The Nubian Iron Enamel Co., Cragin, Ill.

I believe the western trade has reached the point where it can demand a show.—E. L. Partch, Rock Rapids, Ia.

Chicago is the most suitable place for the 1895 show. Few agents in this territory have ever attended a cycle show and there is great knowledge to be gained from attending.—Peru Cycle Exchange, Peru, Ind.

The west certainly needs and deserves a show.—W. A. Little, Grinnell, Ia.

There should certainly be a show in Chicago.—W. H. Stoutt, Uhrichsville, O.

A representative of our firm will certainly attend the Chicago show.—The Jaffa-Praeger Co., Roswell, N. M.

Chicago is not so very far away from the east that it would prevent very many agents in that locality from attending the cycle show and would certainly draw enough in the west to assure its being placed ahead of all other cycle shows in the matter of the presence of agents.—W. J. Staples, Marysville, Mo.

Let us have a chance to attend a show and get posted. Eastern shows are too far away.—Jas. Pasqueth & Son, Mexico, Mo.

As matters now stand the dealer in the west is the last to get active encouragement from the makers. The western agent is too progressive to stand this sort of thing much longer. Will attend the Chicago show.—Lescher & Repine, Galesburg, Ill.

I shall certainly attend the Chicago show.—Ed. Bauschbach, Princeton, Ill.

There are several Pacific coast dealers who will attend a Chicago show, but who will absolutely be unable to attend a show held farther east. If the dealers on the Pacific coast can go to Chicago to see a show why can't the eastern dealers also go to Chicago?—Northern Pacific Cycle Co., Portland, Ore.

By our attendance we shall prove that we have faith in the value of the Chicago show.—Munroe & Keltner, South Bend, Ind.

Will take great pleasure in attending the Chicago show, and trust the exhibition will become an annual fixture. Western agents should unanimously demand a western show each year.—W. J. Matern, Bloomington, Ill.

The manager of the bicycle department will certainly be in attendance at the Chicago show. There is no place more suitable to the agents at large than Chicago.—The J. L. Roark Estate, Greenville, Ky.

The Chicago show will have a greater attendance of agents and dealers than any eastern show.—Henderson Mfg. Co., Detroit, Mich.

Not only are the agents demanding a Chicago show, but the wheelmen of the west as well. As soon as the maker becomes alive to the depth of feeling in this



matter he will protect his interests by insisting, like the agent, upon a western show each year.—John Harbottle, Peerless, O.

It is not treating the dealers of the west right to ask them to go to New York—from the Pacific to the Atlantic—to see a cycle show. Will be in attendance at Chicago.—F. T. Merrill Mfg. Co., Portland, Ore.

We say hold a show in Chicago all the time.—Gardiner & Ross, Knoxville, Tenn.

The Chicago show will be a great benefit to the maker and agent.—H. P. Kochsmeier, Freeport, Ill.

### TRADE CHANGES.

TAUNTON, MASS.—The Dean & Rodgers Cycle Co. reported to be about to sell out its bicycle business.

WASHINGTON, D. C.—The Goodyear Rubber Co., bicycle tires, sporting goods, etc., at 309 Ninth street, about to remove to larger quarters at 807 Pennsylvania avenue.

WASHINGTON, D. C.—Geo. A. Young, bicycle rubber shop, removed to 302 Fourth street, N. E., and succeeded by Young & Thompson, invite correspondence looking to accepting the agency of good wheel.

BOSTON, MASS.—Frederick R. Wright, until recently president and general manager Wheelmen's Registration Co., tendered resignation.

CONVERS, ILL.—Cate's bicycle store was recently destroyed by fire.

CHICAGO, ILL.—The James Cycle Importing Co., incorporated by James Bridger, Flora Jeanette Bridger, and Frederick J. Bridger; capital stock \$5,000.

SPRINGFIELD, MASS.—The Berkshire Cycle Co., Anthony Auffhauser, Jr., member, has withdrawn from the firm, H. E. Blake succeeding as sole owner of the business.

GRAND RAPIDS, MICH.—The Grand Rapids Cycle Co. purchased lot adjoining factory, and will build an extension to their present plant. The new building will be 50 x 100 feet in dimensions, and will contain the company's offices, the assembly rooms, the sample stock rooms, and enameling and shipping department. The present factory will be used entirely for machinery. The new building will double the capacity of the plant, which is now 2,000 wheels per annum.

SPRINGFIELD, MASS.—S. A. Grant, inventor of the Universal wheel, reported to be organizing a company to put his new invention upon the market. In consists of a wheel with a wooden frame, made with stout hickory, except the fork, which is of steel tubing. The new company, it is said, will be capitalized at \$500,000, and New York capitalists are reported to be interested.

ST. JOSEPH, MO.—E. B. Preston & Co., rubber goods, opened new headquarters at Nos. 11 and 113 South Third street; H. A. Walker, local manager.

INDIANAPOLIS, IND.—Root & Co., bicycles, etc., reported failed. The debts amount to between \$15,000 and \$20,000. The head of the firm is Daniel Root, of Connellsville, who was not identified with the business.

SALEM, MASS.—Packhorn & Co., bicycles, will remove from the Odell Block into more commodious quarters in Mechanic Hall.

SALEM, MASS.—Whittier & Pollard, bicycles, closed up their Salem branch of business, and will remove stock to their Lynn store. They will maintain a nominal agency here, retaining desk room in the store of W. S. Lee & Co.

BENTON, TEX.—T. E. Pondor, bicycles, has opened up a bicycle repairing department.

BUFFALO, N. Y.—Buffalo Cycle Works factory, at Kensington, advertised for sale. Particulars will be furnished by O. E. Harries, the trustee, whose address is 43 Pearl street.

NEW YORK, N. Y.—The Park Row Cycle Co. has opened new cut price store, 21 Park Row.

INDIANAPOLIS, IND.—The Tester Modeling Machine Co. has brought suit against Henry C. Smith and the Central Cycle Mfg. Co. for \$10,000, alleged to be due upon a contract existing between them. The plaintiff alleges that it entered into a contract with Smith to complete the construction of a certain lot of bicycles, then in process of construction, for a consideration of \$20 a bicycle. Under this contract, it alleges that it has completed the construction of 790 wheels. For 441 of these it has received a contract price, and for the remaining 349 it asks judgment against the defendants.

BOSTON, MASS.—Stirk Cycle Mfg. Co., manufacturers of bicycles, reported dissolved; George Harriott retires; style same.

COUNCIL BLUFFS, IOWA.—S. M. Williamson & Co., bicycles, S. M. Williamson, reported realty mortgage for \$500.

MILWAUKEE, WIS.—The Chicago Cash Buyers Co., bicycles, etc., at 158 Van Buren street, store destroyed by fire, at an estimated loss of \$25,000. Small insurance reported.

WEATHERSFIELD, VT.—M. G. Robinson, store burglarized, and bicycles and other articles stolen.

HAGERSTOWN, MD.—The Surbridge bicycle factory reported sold for \$6,000 to the directors of the Surbridge bicycle Co. The directors are Frederick A. Baker, John D. Main, S. M. Schindel, and others.

NEW HAVEN, CONN.—Cycle Exchange, bicycles, Charles H. Hilton, owner, reported assigned.

BOSTON, MASS.—George A. Hunt, bicycles, reported to have recorded mortgage for February 14, 1894, for \$160; discharged.

NEWARK, N. J.—Geo. W. Coffin, bicycles, reported as succeeded by Reed & Marsh.

### THE CLOSING OF STOKES.

The announcement that the Chas. F. Stokes Mfg. Co. had been closed by the sheriff caused quite a small-sized sensation in Chicago last week. Later developments show that a crash was bound to come any way. Last Saturday the Stokes company confessed judgment in the circuit court on a note for \$5,670 in favor of the American Exchange National Bank. On Monday the Sterling Cycle Works asked the circuit court to appoint a receiver for the Stokes Mfg. Co. The defendant and the Union Cycle Mfg. Co. were charged with conspiring to defraud complainant of its claim for \$4,895. The Stokes company was represented as having tangible assets worth not over \$1,000, while it has an indebtedness of \$45,000. The bill charges that Charles F. Stokes fraudulently transferred \$35,000 worth of goods to the Union company and has disposed of \$20,000 in accounts.

The Denver branch of the Stokes company was also closed. Mr. Stokes is still president of the Union Cycle Mfg. Co., owning, it is said, one-third of the stock.

There is an opening for the Sterling agency in Chicago, now that the Stokes company are out of business. Up to November 1 of last year, the Sterling was generally known as a Stokes product. On that date, however, a complete separation of interests was effected, and the Sterling Cycle Works have pushed their wheel to the front this year, with remarkable success. When the divorce took place, the Stokes company retained the portion of the Sterlings, and in order that the two firms might not clash in disposing of the goods, the Stokes company were given Cook County, and the states of Colorado, and Wisconsin. This carried with it the 1894 agency,

but the Stokes people have used less than seventy-five new wheels, all their efforts having been made with the object of disposing of the goods carried over.

This accounts for the fact that the Sterling account against Stokes was only \$4,895. The Sterling people have already shipped double the number of wheels they expected to make, and from present indications will have to increase their output 50 per cent to supply the 1895 demands. The factory is now closed for inventory, and necessary repairs, but President Dickerson says that they will make all they can sell next year.

### The Columbia Souvenir Pin.

Among the many souvenirs given away at the Denver meet none attracted more attention than the Columbia pin. The pin is made of Sterling silver and was much sought after by the League members.



### M. & W. Sue.

Morgan & Wright, the tire manufacturers, have entered suit against the Newton Rubber Works, of Boston, for infringement of their patents.

### Thieves in St. Louis.

ST. LOUIS, August 13.—Thieves are again in evidence. The Knight Cycle Co.'s store was broken into the other night. They pounded the whole length of an upstairs door, and failing at this point, they tried down stairs at the side door, pounding it near the end, then they changed tactics, and carved out a hole in the panel, enabling them to unlock the door, and draw the bolt. The till was rifled and goods scattered around the floor, but it was evidently money, not wheels, they were after, as that was all that has been missed. The next night the glass door was broken on the other side, but they were caught before they effected an entrance.

### An Extensible Crank.

The Bourne Cycle Fittings Co., 32 Nassau street, New York, are out with "Bourne's Universal Automatic Extensible Crank." The crank is described by the company as follows:

"Our automatic extensible crank can be extended or shortened by the rider, when desired, by a simple action of the foot, *without dismounting* and while the bicycle or tricycle is traveling. It being a well-known mechanical principle that a long lever or crank develops more power than a short one, and that a short lever or crank can produce greater speed than a long one, we present to the cycle riders an automatic extensible crank combining both of said principles, so that when it is desired to produce more power the crank can be lengthened, and when speed is required the crank can be shortened. The lengthening of the crank is accomplished by exerting an extra downward pressure, with the foot, on the pedal, when the crank is at low angle on the up-stroke. This action unlocks the sliding part of the crank, and the pressure on the pedal causes the sliding part to slip outwardly, when it becomes *automatically* locked in the extended position. To shorten the crank an extra downward pressure is exerted on the pedal when the crank is at a high angle on the up-stroke. This pressure unlocks the sliding part of the crank and the pressure on the pedal causes the sliding part to slip inwardly when it is again *automatically* positively locked in the shortened position. The sliding part of the crank is, however, at all times locked to the stationary part of the crank, and although extensible is, in action, like the ordinary rigid crank. The arrangement is such that the crank *can not* be lengthened or shortened in the driving position, but only on the up-stroke by *extra pressure*.

"Back-pedaling can be accomplished the same as with an ordinary rigid crank. The lengthening and shortening of the crank is accomplished while riding, *without dismounting, and at any speed*. The advantage of using Bourne's automatic extensible cranks is that when 'climbing' a hill, riding against the wind or over soft, rough, sandy or muddy roads, the cranks can be *instantly lengthened* to develop greater power, and when riding on a level the ordinary length of crank (or shorter, if desired) can be used for producing speed. The cranks can be had of any normal length desired, and made to extend as much as preferred. A crank normally 6½ inches long extending to 7¾ inches will develop 19½ per cent increased power. By the use of these cranks a rider can have a short crank for level riding, say 6 inches, increasing to 7½ or 8 inches, which gives 25 per cent to 33½ per cent additional power for heavy work.

### Will Handle Excelsior Balls.

The Niagara Cycle Fittings Co., of Buffalo, have contracted with the Excelsior Machine Company, of that city, for the sole selling agency for their well-known make of steel balls. These balls have been well and favorably known during the last seven years by the entire cycle trade of America and Europe. It is well known among the large consumers of these goods that the Excelsior processes are pre-eminently adapted to the production of a perfect steel ball at an extremely low cost. Improvements and additions are constantly being made, and the Niagara people will be in position to supply the cycle trade of America with at least fifty million balls during the season of 1895, every ball guaranteed to be within one-quarter of one one-thousandth of an inch of absolute perfection.



## MISSISSIPPI TRADE NOTES.

The season of '94 has placed Mississippi in the front ranks of the southern states from a cycle trade standpoint. The trade seems to have been general and the demand has kept up all along, with the result that in points where early in '94 there were scarcely any wheels, there are now large numbers. Several race meets have been held, notably in Vicksburg, Canton, Jackson, and Yazoo City, and the attendance, both of racing men and spectators, has been such as to greatly encourage the various clubs under whose auspices these meets were held.

These race meets have had a very beneficial effect on trade, and it is, no doubt, largely due to the successful meets that trade has kept up as well as it has. A very pleasing feature of the trade, and one which is also largely to be credited with the healthy condition of affairs, is the responsibility of the firms who have gone into the business, and the beneficial effect of such firms in the trade may be seen on every hand.

### Vicksburg.

This city, the total population of which will not exceed 15,000, has made an excellent showing, due very largely to the herculean efforts of Lee Richardson & Co., one of the largest hardware firms in the city. This firm have pinned their faith to Victors, and so successfully have they pushed the sale of this wheel that it is safe to say that there are a greater number of Victors than any other make of wheel by at least one hundred per cent.

The day that the writer spent in Vicksburg, Mr. Richardson was receiving reports from an offer he had made to the small boys of some handsome prize for the most complete list of the names of owners of wheels, the name and style of wheel, etc. Of course such a list would not be absolutely complete, but the spirit of competition was so strong that the list was sure to be very near correct. One boy had over one hundred names, and there were others still to be added. By comparing the various lists, it was thought that one hundred and fifty to two hundred names of bona-fide riders in Vicksburg can be secured. The idea is certainly a commendable one, and the list, which Mr. Richardson proposes to publish, will be of great value to the local dealers in Vicksburg. The next largest business is that done by S. C. Ragan & Co., a very substantial concern, which handles only the Rambler. Mr. Ragan is quite a prominent business man, but nevertheless finds ample time to be an earnest devotee of the wheel, and although he did not get his agency until late, he has sold a large number of "record breakers," and the Rambler seems to be deservedly popular among the local flyers.

Clarke & Co., the leading stationers, handle Columbias and Hartfords, and report a very satisfactory business. The city of Vicksburg, is located on a series of steep hills, and the band brake on the rear hub of Columbias has made a splendid showing and is conceded on all sides to be just the thing and preferable to a brake working directly on the tire.

Wright Bros., another large hardware firm, handle Cleverlands and Waverleys and are just as loud in their praise of the many good points in the Cleveland, as they see them, as might be wished of any agency for their favorite wheel. Through the efforts of Wright Bros. the Cleveland agency will be pushed vigorously, and they will no doubt be successful in getting a share of the trade.

A feeling of perfect harmony seems to exist among all the dealers, and they all join heartily in any scheme that will benefit the trade in general. The first of March there were hardly a half dozen high-grade wheels in Vicksburg; now there must be close to two hundred. There is no price-cutting, no pocket agencies, and the grade of the wheels is up to the highest standard, with a very bright outlook for the future.

It is certainly a pleasure to be thrown among the Vicksburg trade in a business way, or socially among the riders and dealers.

### Jackson.

At Jackson the outlook for the future of the cycle trade is all that could be expected. A great many wheels have been sold this season, but the business seems to be somewhat cut up. There are too many people handling wheels for the size of the town for any one firm to make much out of the business, but they all seem to be well satisfied with the business they have done and expect to sell more wheels yet this season. Quite an interesting meet was held on July 4, which doubtless has done a great deal toward placing cycling on a good basis in Jackson. There seems to be something lacking in the way of enthusiasm. I should think a series of good road races would aid matters.

Height & Bower, who are in the grocery business in West Jackson, are Columbia agents. The Jackson Piano Co. handle the Monarch. The drug store of C. H. Herbert & Co. have, until recently, sold the Syracuse line exclusively, but have now added the Victor. C. A. Franseoli, who is in the queensware business, has the Imperial, Waverley, and Western Wheel Works wheels.

The Rambler is quite well represented by Carl V. Seutter, who has the largest jewelry store in the city. Of late he has been exhibiting a Rambler

tandem, for two men, and this machine has attracted a great deal of attention and favorable comments from all sides. W. A. Buck has charge of the cycle department, and a more enthusiastic Rambler advocate it would be difficult to find. Mr. Buck stated that they expected to place a number of Ramlers yet this season. There is also another agency in West Jackson, that of W. Phillips, at Harrington's drug store, who handles the Lyndhurst.

EL SUD.

## ENGLISH TRADE NOTES.

LONDON, August 4.—The Cuca cup has been won outright by Shorland, and the race, which was in progress when I posted my last notes, is not without its lesson to the trade and to all those who are thinking of taking shares in the Boudard Gear Co., about to be promoted with a capital of \$1,250,000, an amount which is simply ridiculous. I must say that I did not feel the surprise expressed by some people when I noticed that Shorland did not ride the Boudard gear in the great race. My opinion is that the invention has not a single advantage over the method usually adopted, except in the fact that a larger toothed wheel is fitted to the hub of the driving wheel. I quite admit that this is, in itself, a considerable gain, and to it do I entirely attribute the circumstance that the gear is not palpably much inferior to the ordinary chain. The fact, however, that Shorland, who is at any rate considerably interested in the products of the Humber firm, despite the decision of the licensing committee, did not make use of Marcel Boudard's contrivance, should go far to convince the trade and the public that the gear is no good. We were told that it gave power, since an ordinary rider could use a gearing some twelve inches higher than he could otherwise drive; but nevertheless, it was not ridden in the recent Catford hill-climbing contest, where any extra power would have been a distinct gain, and now when a purely speed gearing was required on a perfectly smooth track, Shorland refused to make use of it.

True, the long-distance champion, in an interview after the race, has said that he refrained from using the gear for fear of winning the cup under an unfair advantage, but Shorland is a champion "kiddier," and he will not spoof me with this tale; in fact, so poor is it that I am simply surprised that even he should have trotted it out. In addition to all this there have been some startling statements made by men who rode with G. P. Mills on his recent Land's End to John O'Groat's ride, and one or two of his pacers have openly marvelled, not at what a wonderful gear the Boudard is, but at what a wonderful man Mills is to push it. This fully bears out the nickname of the "Push 'ard" gear by which the contrivance is now known on the great North Road. Quite apart, however, from the question of the advantages or disadvantages of Marcel Boudard's combination of the "Rob-Roy" gear of years ago and the ordinary chain, there is another point which should prevent the public rushing for shares in the company, and that is the trivial cost of production, which can not warrant the amount of capital named. At first sight this appears to be the other way on, but when we consider that if the gear was successful countless imitations quite as good could easily be

put upon the market, we can soon realize that a monopoly can not be maintained, and that the prices must, therefore, fall. Yet big profits would be necessary to pay interest on so great a capital; \$1,250,000 is a very large sum, and it is perfectly clear to any one at all conversant with financial matters that if the gear were sold at ordinary competition profits, the output would have to be enormous before a decent dividend could be paid. But, as I have said, there would soon be scores of similar gears, which would each come in for a share of support if the initial one proved successful, and hence a very large output is not to be reckoned with. If the affair floats, it will be a triumph of the art of company promoting.

The details of the new "Coventry combination" are now published, and it appears that the union consists of six houses, namely: Taylor, Cooper & Bednal, Ltd., of the Raglan Works, Bayliss, Thomas & Co., of the Excelsior Works, Barton & Loudon, of the St. Georges Factory (not to be confounded with the St. Georges Engineering Co., of Birmingham). The Anti-Friction Ball Co., Ltd., and Calcott Bros., of the "XL" Works. According to the announcements which have been made in the press, all the firms are in a sound financial condition, and their business prospects are of the rosiest, so that I do not quite see the reason for the amalgamation.

I am sorry to hear that the Puncture Proof Band Co. will pay no dividend this year. This may be accounted for by the fact of the company being formed so late in the season, but any way I believe that the working expenses have been more than met by the last few months' trading. Many firms connected with the cycle trade can not say as much. I also hear that Rudge & Co. will pay no dividend.

On the other hand, several of the best known parts manufacturers have done fairly well, principally owing to the development of the "man and a boy" firms, which, naturally, just buy the various parts required and put them together, selling the whole machine as of their own manufacture. These firms do no good to the larger houses, for they can obviously compete at much lower prices, having little or no rent expenses, but their trade





is certainly a good thing for the parts makers. Messrs. Perry & Co., Ltd., will again pay an interim dividend of 10 per cent for the first six months of the year.

A cycle agents' union was formed here last week and a Mr. Mason was elected secretary. I don't know whether he is the same gentleman who used to trade in Lincoln, but in any case, I am dubious as to the ultimate success of the scheme. Nevertheless, an agents' union might do some good and go a great way toward stopping price-cutting if it were properly worked. The difficulty is to get men to pull loyally together.

The Quadrant Cycle Co. has for some time supplied many of the police cycling clubs with machines, and has now received an order for cycles for the men of the Royal Irish Fusiliers. This is no doubt satisfactory, and shows that good work brings its own reward. WILL O' THE WISP.

THE KOMBI CAMERA.

In writing up the new Kombi camera, made by A. C. Kemper, 208 and 210 Lake street, Chicago, the *Western Trade Journal* says:



A sample photo.

In indorsing this product in the most unstinted terms we act advisedly, having just completed a thorough examination into its merits. As no charge has been made (as is too commonly the case) the report herewith given is beyond question of bias, because unlike ordinary paid puffs, it represents the interest of the readers of this paper, and not the interests of any manufacturer.

We represent only subscribers who desire to know the best, and who have not facilities to make proper investigation, and compare the relative merits of the various articles placed upon the market, and in the interest of these, we make unprejudiced examination, and give an honest, unpaid report, which may be relied upon to the very letter.

In this case we can not speak too favorably. The product is deserving of the most unstinted praise. It is perfect in theory, admirably constructed and in practical use affords the highest satisfaction. In materials, workmanship, finish, ease of operation and durability it is all that could be desired by the most exacting. During twenty-one years of journalism we have never come upon anything more worthy of hearty indorsement, and in recommending this product to every reader we do so knowing that in every case it will amply meet all requirements and please the most critical. We advise those interested to at once secure particulars and prices which may be obtained by writing to the address given above; by so doing fullest information will be obtained and every claim made therein we guarantee will be fully made good. It is indeed hard to overate this high grade mechanism—in all respects it is above adverse criticism.

With the "Kombi" twenty-five pictures are made in one loading 1½ inches in size; square, round or fancy shape, by simply changing the mat. A reloading of twenty-five pictures costs 20 cents. Snap shot or time exposures can be made. This camera is only 1½ by 2 inches in size, and weighs about four ounces. It comes packed in a cloth-covered telephone case and is accompanied by illustrated book of instructions.

The Kombi cameras cost only \$3.50. They will take photographs for one cent apiece, and the work they turn out is most thoroughly satisfactory.

Testing Aluminum.

The St. Louis Refrigerator & Wooden Gutter Co. write: "We have just had a test made by the Pittsburg Testing Laboratory of some bicycle tubing and also solid steel rods, in comparison with aluminum tubing and solid aluminum rods of exactly the same weight. We give you the figures below as they are given to us, and we think they will settle the question once and for all, as to whether we are ready to go to a test, weight for weight, with steel tubing, or steel frames, or as to whether we are warranted in making our claims, that weight for weight our metal is stronger than the steel used in bicycles. Following is the report:

WEIGHT TO PRODUCE DEFLECTION.	DEFLECTION.	SAMPLE NO.
3-4 inch steel tube 350 lbs	.250 inch	Samples No. 3
3-4 inch aluminum tube 425 lbs	.125 inch	
1 inch steel tube 520 lbs	.250 inch	
1 inch aluminum tube 720 lbs	.250 inch	Samples No. 4
1-4 inch steel tube 135 lbs	.50 inch	
7-16 inch aluminum rod 180 lbs	.50 inch	Samples No. 2
1-4 inch steel rod 135 lbs	.50 inch	Samples No. 2
7-16 inch aluminum rod 235 lbs	.50 inch	Samples No. 1
1-4 inch steel rod 165 lbs	.50 inch	

The New York Show.

NEW YORK, August 13.—At a meeting of the executive committee of the National Board of Trade of Cycle Manufacturers held in this city August 9 it was decided that the first annual exhibition of cycles and accessories given under the auspices of this corporation would be opened at Madison Square Garden, on January 19, and closed on the Saturday following. Frank W. Sanger, manager of the Madison Square Garden, was appointed manager for the Board of Trade and all details and information as to space, plans and rules governing the exhibition will be furnished by him or, A. Kennedy-Child, Secretary of the N. B. T. C. M.

**STOLEN**—A James safety, '93 model, weight twenty-six pounds, number 4,525. Finder return to J. V. Cummings, second floor Equitable Building, Chicago, Ill., and receive \$15 reward.

Notice to Chicago Riders.

Morgan & Wright write that their tire repair department will not receive bicycles after August 15. Riders who desire tires repaired by them must remove wheels from machines.

THE WESTERN TRAIL.

is published quarterly by the Chicago, Rock Island & Pacific Railway. It tells how to get a farm in the west, and it will be sent to you gratis for one year. Send name and address to "Editor Western Trail, Chicago" and receive it one year free. JOHN SEBASTIN, G. P. A.

Stolen.

E. H. Croninger, member of the National Racing Board, lost his wheel near Dayton, Ohio, July 25. It was an 1893 Victor, with goose-neck saddle post, drop handle-bar, one six-inch crank, the other being six and one-half. There was a large dent in the rim of the rear wheel. Mr. Croninger may be addressed at 153 West Fifth street, Cincinnati.

APPLICATION FOR MEMBERSHIP

...IN THE..

American League of Racing Cyclists.

Extract from the Constitution of A. L. R. C.

"ARTICLE IV. Any one interested in cycle racing shall be eligible to membership in this organization."

INITIATION FEE shall be \$2.00, payable in advance, and must accompany the application.

189

W. H. KIRKPATRICK, Thorndike Hotel, Boston, Mass.

DEAR SIR:—Enclosed you will find \$\_\_\_\_\_for initiation fee in the American League of Racing Cyclists.

I refer to the two A. L. R. C. members named below:

Name .....

Street or Box .....

City .....

State .....

Reference .....

Write plainly. Autograph signature not required. Printing preferred—or inclose personal card.



A TRAIN LOAD of  
Western Wheel  
Works '94 make  
Bicycles,

With list prices reduced one half from which prices we give agents and dealers big discounts. "IT'S A SNAP."

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 28-inch Rob Roy, No. 3	70.	35
'93 26-inch Rob Roy, No. 1	50.	25
'93 26-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	60
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	75

These are lower prices than can be obtained on reliable goods anywhere in the United States at the present time, and we give LIBERAL DISCOUNTS to dealers on the above and many others. Catalogue free. Write now.

ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL., Manufacturers  
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# THE BEARINGS

Vol X  
No 4

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, AUGUST 24, 1894.

## ENGLAND AND FRANCE.

### Zimmerman Wins Races in Both Countries—Banker Riding in Fine Form—A Fast Quarter.

PARIS, August 5.—"The last performance of A. A. Zimmerman in Paris" was the way in which today's meeting at the Velodrome de la Seine was advertised. To be strictly correct it should be said that Zimmy's appearance this afternoon before a crowd of nearly ten thousand people was the last in which he will figure in the presence of Parisians for some time. The "Patti license," which managers are allowed to take advantage of, was used in this instance, for Arthur has no intention whatever of giving Paris the farewell salute at this season of the year. Several weeks in England, and then France will look upon those wonderful legs again. The "game" is too good in Paris to throw away half used, and Mr. Zimmerman will come back again to gather in more percentages—for it must be remembered that he is racing for "all there is in it now."

Although riding as diligently for first place as he was ever known to ride during all his thoroughly sportsmanlike career, he is not riding for any more "trophies," other than those that are strictly negotiable. Zim is inclined to walk about musingly humming, "Who wouldn't a racing man be," or "I have several thousand francs in my inside pocket." Prosperity—not even when Zim was an amateur—never spoiled Zim, and the "cut of his clothes" remains just the same as before he became the cash prize king of all cycling nations. That shuffling gait, which marks his careless style of ambling about, and which quite belies the quickness that possesses him when the race is on, is always the same, and with the light-colored Alpine hat, by which Americans are "spotted" while abroad, and perhaps a long dangling rain coat, his honor moves about apparently thinking of nothing more serious than what he will have for dinner. (Parenthetically it may be said with appropriateness to the moment that the beefsteaks which Zim consumes at dinner time are enough to appall any one but a rail splitter or a harvest hand. At the restaurant of our good fat and sleek Bachelier the style of steak which is brought on twice a day for the "Skeeter" is called "un grand biftek comme sa (like that)"—and the dimensions are stipulated by holding the hands a generous distance apart.)

Returning to the subject of

#### Zim's Quasi-Farewell Appearance,

of course he won the race in which he competed. (In referring to "the race" and not "the races" the fact is recalled that Zim is not riding six or seven races in an afternoon nowadays, three being his limit, thus far this season.) The distance was 2,000 meters, a scratch race at the Velodrome de la Seine. The prizes were 225, 175, 125 and 100 francs—not large even for the winner, but Zim looks upon the prize moneys as the "every little that helps," while his main interest is centered upon his percentage of the gross receipts. The prizes in Paris this season have been somewhat small, but with racing twice and sometimes three times a week the riders could not grumble much, even with the understanding that Zimmerman was receiving a liberal race-off every time he rode.

There were three heats of the race. In the first were Verheyen, Farman, Max, Vignaux, Hermet, Loste (of Bordeaux), Renaux, and Girardin. The heat was captured by "Dutch" Verheyen in good style, with Farman second. Then Zimmerman won a heat with such ease from Fortuny, who

rode a third of a kilometer unpaced at Bordeaux in :23%, and Antony, that he made the crowd laugh. Louvet and Medinger rode one, two from five second-class men. In the final were Zimmerman, Louvet, Medinger, Verheyen, Farman, and Fortuny. It was Zimmerman

#### Against Five of the Very Best Men

who are now riding in Paris. Medinger—always dangerous and "foxy"—Louvet, who has come up considerably in the last month, and Verheyen, were three who could give anybody a lively race, and if it was in their power to defeat Zim by honorable means, they meant to do it. There was an amusing struggle all through the race to see which should secure the advantage of being on Zim's rear wheel when he went for home. Even if he couldn't win, the schemer wanted to play safe by being pulled through for second place, with a chance (remote, of course) of beating Zim out at the finish. Before the race had been called Louvet asked Zim to allow him to "get on behind" when he went by. Zim said he had no objection whatever, but that he was looking for most every one to look out for himself, more or less.

When half the distance had been traversed the see-saw work began. Everybody seemed possessed of the same desire; that of hanging to Zim's rear wheel, and there was a continual scramble for place. With Zim riding first and second alternately in the procession, Louvet would rush ahead so as to be ready to make a running switch when Zim decided to go, and after Zim had come up even, Verheyen would come sailing forward bent on the same purpose. Then Farman, then Louvet again, and Verheyen, each

#### Fighting For the Opportunity of finishing second.

Medinger did not come up, as he is never known to make pace and moreover he was figuring on "freezing" to Zim's rear wheel and crowding the others out when the sprint was put into execution.

When the last quarter was entered Zim made a pretense of rushing forward, which set in motion "Dutch" Verheyen, who is somewhat famed for his long sprints. Verheyen set the pace and made it lively, with Zim following him closely, while Medinger trailed Zim's rear on the inside and Louvet did the same on the outside. Verheyen led into the homestretch, and Zim kept him company. Louvet got the benefit of Zim's pace and he made dangerous movements toward the winning post. Zim did not really go for it until within the last 100 yards and saying to himself, "Some of these fellows might nail me," he kicked a little harder and crossed the tape several lengths in the lead. Louvet rode creditably and was a safe second, with Farman third. Medinger was fourth. The crowd cheered Louvet enthusiastically for the beating he gave Medinger. He had not shown so well for some time and it pleased the people that their champion of last year should show form in accordance with the esteem in which he should be held. Zimmerman covered the last quarter mile in :29<sup>3</sup>/<sub>4</sub>s.

#### ZIM IN ENGLAND.

BIRMINGHAM, ENGLAND, August 6.—Zimmerman made his first appearance in Birmingham on Aston track this afternoon. He competed only in the quarter-mile lap competition, winning from Wheeler, Banker, Harris, Edwards, James, Schofield and others. Zim covered the quarter from a flying start, unpaced, in :28<sup>3</sup>/<sub>4</sub>s, which was very fast considering the condition of the track. Rain had fallen all during the night and most of the day, leaving the ground in a very soggy condition. In spite of the fact that he had traveled all night without sleeping, that the track was slow and that a



After the Zimmerman-Edwards match at Paris.



step from the cement tracks of France to a dirt track was calculated to produce a strangeness, Zim covered the circuit of Aston track in faster time than it had ever been done before and within 1½ seconds of the English paced record.

Zim had never seen the track before and the only opportunity he had of becoming accustomed to it was in a short preliminary spin a few minutes previous to the contest. The occasion being that of the national bank holiday in England, the people turned out in large numbers. With such threatening weather and such dampness under foot the crowd in America on a similar day would probably run in the hundreds instead of in the thousands. All Birmingham, like all other cities and towns in England on bank holiday, was astir and a large percentage of the pleasure-seekers found their way to Aston track. Of course there were

#### A Few Fights Here and There,

the result probably of too much rejoicing over the brim of a bowl, but everybody was out for recreation and all shops remained closed.

George Banker, who is at present riding in the best form of his racing career, was second in the lap competition, with :29%. Harry Wheeler was third with :29%, James fourth with :30, and Harris fifth with :30½. Schofield could only do :30%, and Edwards accomplished the task in :30%.

It was evident to the observer, without any closer examination, that greater interest attached to the professional events, than to the amateur. Allowing for the fact that Zimmerman would be the chief attraction, whether he was professional or amateur, it could be seen that the professionals excited far the greater interest. A comparison of "galaxies" would almost guarantee that assertion. Of the professionals there were Zimmerman, Wheeler, Harris, Banker, Edwards, Schofield, James, Lumsden, Relph, Robb, Sansom, Oxborrow, and others, whose names appeared on the programme, while the best men on the amateur list were J. Platt Betts, U. L. Lambley, F. G. Bradbury, B. E. Winchurch, J. N. Still, A. Osborne, and a host of the untried and unknown.

#### The Professional Event

was put toward the latter part of the programme, just as "good things" generally are, so the people would have time to get to the track before the feature had been concluded.

BIRMINGHAM, August 7.—The second day's races at Aston were run in a cold rain—real English weather. Umbrellas comprised most of the general view. Six or seven thousand people stood in the drizzling rain from 2 o'clock till after 7, while fourteen long events, some with ten heats, were run off.

Such patience, such endurance would not be exhibited in America were twelve champions to compete in a handicap. The people became soaked through, but they were out for a holiday, and did not propose to falter on account of a little rain.

Timekeeper Henry Sturmev retreated beneath the folds of a large waterproof coat, and only exposed his watch and his right hand. The judges stood under umbrellas and the various umpires and stewards crawled under a big table. Zimmerman rode in the heat of a mile scratch and won; Wheeler captured a mile handicap from Edwards and James in one of the heats of which Banker was run off his feet by Relph, and "Tom" James gave a surprising defeat to Edwards in his heat of the mile in which Zimmerman competed. The final of the mile scratch is to be run tomorrow (Wednesday, August 8), when Zimmerman will come out prepared to win.

#### He Must Defeat Harris,

Banker, who got revenge on Relph, Wheeler, James, and Hewson, who rode with him in the heat and played for fastest second. Zim's time was 2:26. Harris does not appear to be riding fast. Whether it is due to a comparison with Zimmerman or because he may not be going at the rate he was a month or so ago is not easy to decide. Schofield's failure to come out for the mile handicap, in which he was placed in a heat with Zimmerman, was explained by some one who said that he thought Zimmerman was going to ride.

Schofield is not considered at all fast at present. Edward's defeat by James in the heat of the mile was a sensational affair. The two men have grown recently to dislike each other very thoroughly, so that defeat to either was anything but sweet. Upon appearances to date there is nobody here who can come within forty yards of

#### Zimmerman in a Mile,

and unless he should go wrong, or somebody spring up in a magical manner before he is through with his English circuit, his competitors, like those in Paris, will be fighting among themselves for second place.

BIRMINGHAM, August 8.—Zimmerman again with the others fighting for second place. The mile race and the ten-mile race were gathered in neatly by Arthur A., with Harris, James, Wheeler, Banker, and others fighting among themselves for what remained after first position.

Aston track was still heavy, the rain falling at intervals. In the mile race, which was the final of yesterday's heats, there were Zimmerman, Wheeler, Harris, James, Banker, and Hewson. Zim and Wheeler started the going, with Harris making his own pace for two laps on the outside. James came up and played hard for position. Entering the bell lap Harris crowded Wheeler and Zimmerman until a fall was only averted by Wheeler pulling up to let Zimmerman out. Harris, however, "squared himself" by letting Zim through when he asked for more room. Zimmerman and James were

#### First into the Stretch,

and Wheeler was lost behind the bunch. Of course, "Jersey" was not

headed and he won handily. Banker came up on the inside, and by a narrow shave beat James out. James raised a big row, and Banker was disqualified entirely. The order in which the tape was crossed was Zimmerman, Banker, James, Harris, Hewson, Wheeler. The time was 2:38; last quarter, :30½.

The ten-mile race was the race of the day. The starters were Zimmerman, Hewson, James, Harris, Wheeler, Allard, Oxborrow, Herbert, Robb, Relph, Chereau, Banker and Lewis. The first pace was by Banker, Harris and James. Then Lewis to the front. By turns Zimmerman, Wheeler, and Harris did the leading. Chereau tried to pull Harris out but got tired. Harris came forward and stayed there until he got his fill of lap prizes. Three laps from home Harris, Wheeler, and Zimmerman were ahead and trying to keep positions. The last two laps were done by Wheeler and Zimmerman, the latter going the entire last quarter in the lead. Harris was on Zimmerman's rear wheel and followed him into the homestretch. The Jerseyman was again too swift and he won by a long safe margin from all except Banker, who came on the inside with a fine sprint and finished within a foot or two of Zimmerman. Harris was third, and Wheeler fourth. The time was 27:47½. Last quarter :30%.

"Sam" Miles and wife were visitors at the Birmingham races.

"Davy" Post turned up in Birmingham the day Zimmerman arrived from France. The Napoleonic L. A. W. politician is on a pleasure trip and is heading for Paris where, he says, he has reason to believe there are sights that will fit his liking. He pines for the companionship of Brewster.

J. M. ERWIN.

### CHICAGOANS AT PONTIAC.

The Chicago delegation which visited Pontiac, Ill., Wednesday, Thursday, and Friday of last week, carried off nearly all the prizes, although St. Louis and Peoria riders scored several wins. The meet was a success in point of attendance, although the prizes were poor and worth about one-third of the advertised value. The actions of the Chicago crowd at the hotel were severely criticised, the horse play indulged in by the racing men being the next thing to rowdyism.

The races were good. There were but four Class B men there, making these events rather tame. On the last day Keator showed some of his old-time form and captured the mile handicap, riding from a back mark and catching his field readily. W. A. Thompson lowered A. D. Kennedy's track record of 2:14 to 2:10½.

#### Wednesday.

One-mile novice.—A. E. Wood, Chicago, first; Al Hess, Chicago, second; Roy J. West, Chicago, third. Time, 2:36.

Half-mile open, Class A.—W. J. Anderson, Chicago, first; A. J. Nicolet, Chicago, second; A. D. Herriman, Chicago, third. Time, 1:14.

One-mile handicap, Class A.—A. E. Wood, 160 yards, first; F. L. Parmeter, 75 yards, second; R. J. West, 160 yards, third. Time, 2:18.

One-mile open, Class B.—John Coburn, St. Louis, first; Gus Steele and James Levy, tied for second; Roy Keator, Chicago, fourth. Time, 2:53.

Two-mile handicap, Class A.—A. E. Wood, 330 yards, first; R. J. West, 330 yards, second; W. A. Thompson, Chicago, 75 yards, third. Time, 4:48.

#### Thursday.

Half-mile open, Class A.—A. L. Leonhardt, Chicago, first; W. J. Anderson, second; M. Nelson, Chicago, third. Time, 1:16.

One-mile open, Class B.—Gus Steele, first; John Coburn, second; James Levy, third. Time, 2:34.

One-mile handicap, Class A.—F. L. Parmeter, Peoria, 60 yards, first; W. A. Thompson, 35 yards, second; G. T. McCarty, Havana, 100 yards, third. Time, 2:16.

Two-mile handicap, Class B.—Gus Steele, scratch, first; J. W. Coburn, scratch, second; James Levy, 75 yards, third. Time, 5:28.

One-mile Livingston and McLean Counties.—L. H. Hamilton, Bloomington, first; F. S. Coleman, Pontiac, second; Charles F. Agle, Bloomington, third. Time, 2:20.

Quarter-mile open, Class A.—A. D. Herriman, first; C. V. Dasey, Chicago, second; W. M. Staley, Chicago, third. Time, :34.

#### Friday.

One-mile open, Class A.—C. V. Dasey, first; A. L. Leonhardt, second; A. D. Herriman, third. Time, 2:09½.

One-mile open, Class B, time limit 2:35—John Coburn, first; Gus Steele, second; James Levy, third. Time, 2:40. No race. Run-over.—Gus Steele, first; James Levy, second; John Coburn, third. Time, 2:37. Declared no race.

Half-mile handicap, Class A.—C. V. Dasey, 10 yards, first; F. L. Parmeter, 25 yards, second; A. E. Wood, 30 yards, third. Time, 1:07.

One-mile handicap, Class B.—Roy Keator, 115 yards, first; Gus Steele, scratch, second; James Levy, 45 yards, third. Time, 2:27.

Five-mile handicap, Class A.—Dave Coburn, 300 yards, first; M. Nelson, 350 yards, second; A. Hess, 475 yards, third. Time, 12:23.

Quarter-mile open, Class B.—James Levy, first; Roy Keator, second; John Coburn, third. Time, :41.

#### Stanwood Succeeds.

F. L. Stanwood, who started for the Chicago-New York record, arrived in New York last Sunday night, breaking Wylie's record of 10 days 4 hours and 39 minutes. Stanwood's time was 8 days 7 hours and 48 minutes. He had good weather the entire trip and had he been used to the hills he would have made better time. He rode a twenty-one-pound Sterling, fitted with Palmer tires. Wheel and tires came through without a scratch.

#### Harry Rouse to Wed.

Rumor says that H. G. Rouse, of Rouse, Hazard & Co., Peoria, will marry a Chicago lady, Miss Ida V. Ripley, the last week in this month. After the ceremony they will take a trip west during the month of September.





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GEO. K. BARRETT, EDITOR.

**THE LEAGUE MEET.**

The last visitor has left Denver, and the Queen City of the Plains has settled down for a much-needed rest. The fifteenth annual meet of the League of American Wheelmen is now a matter of history, and every one who attended is satisfied that he had a good time. Denver was owned by the wheelmen last week, and every Denverite, from the mayor down to the smallest newsboy, was willing to do the bidding of any one who wore a League badge. The L. A. W. has demonstrated that it has a little life left, and the Denverites have made a record that they can afford to be proud of. To successfully manage so large a meet shows that the inhabitants of the wild and woolly west must have worked together and laid their plans with a nicety that can not be beaten. It is seldom that the managers of an L. A. W. meet can show a surplus afterward, but the Denver Wheel Club can. It not only paid expenses, but spent money with a lavish hand to entertain its visitors. Theaters, music halls, street cars, railroads, and even the police were subsidized,—all that the visitors might have a good time and be able to say that at last they saw what they got for their \$1-a-year.

There was but one thing to regret—the absence of Messrs. Luscomb, Perkins, and Willison. That the League royalty should stay away from an occasion of this sort is to be regretted. Your \$1-a-year member goes to a League meet expecting to see the high muck-a-mucks and if he doesn't see them he is disappointed. Luscomb & Co. should have remembered that they were part of the show and should have gone to Denver at all hazards. But it's too late now, and they will receive their punishment later, so say some of the hot-headed westerners who feel chagrined that the president and vice-presidents of the L. A. W. should boycott the League meet in such a manner. Luscomb's excuse that the League could not afford to send the officials to Denver sounds rather "fishy" to the Denverites. They claim that the L. A. W. has made an appropriation for this purpose and that Mr. Luscomb should see that the will of the National Assembly was carried out.

The statement is made that Luscomb was mad because he was not allowed to name the officials of the meet and therefore tried to snub the Denverites and show them that he didn't care anything for their old meet. If this be true, Mr. Luscomb will probably fare hard at the hands of the westerners at the next election.

But the curtain has been rung down and every one has gone to prepare for the League meet of 1895 at—where?

**THE NEW STAR.**

California has produced a champion! For many moons we have been reading of coast records being broken, and when we compared them with eastern times we thought, "What slow fellows those westerners are." But we have changed our mind, and are now firmly convinced that one man whose home is in California is a real racing man. Early last spring there were rumors of war from the coast. Bliss and Dirnberger went to California to show the natives how to race, but after one or two ineffectual attempts they gave up the idea and came home, sadder but wiser men. Then a few of the wise men of the east predicted that there would be trouble at Denver. Of course they were laughed at, but time has borne them out in their statements.

Otto Zeigler, the new star from California, is a phenomenon. A mere boy is the San Jose racing man, but he captured the hearts of the crowd at Denver by winning three out of the five national championships from the best men in the country, and the world for that matter, riding Sanger, et al, to a standstill. The question of the hour at Denver, "Who gets Jimmy's place," was answered to the satisfaction of the Denverites, if no one else. We hardly agree with them that Zeigler is a coming champion. While we are of the opinion that the climate had much to do with it. Zeigler spent a month in Denver and became acclimated, while the easterners got there the last moment and when they tried to ride the air affected them and they had to quit. They were all right for short distances, but when pacemakers were put into the races the pace became too hot for all but Zeigler. That the Californian is not the peer of the easterners was shown at Pueblo when John S. Johnson administered a stinging defeat to Zeigler. The statement was then made that the San Jose man would not come east because he could not get fair treatment. Zeigler's friends should not have made such a statement. It will cause some people to say that the California man is afraid to come east where he will be on equal grounds with the easterners.

But all the same, we wish to compliment California on her star and we hope that she has a dozen or more Zeiglers in readiness to spring at the '95 meet.

**BLISS AGAIN A RECORD HOLDER.**

SPRINGFIELD, MASS., August 22.—J. P. Bliss now has the fastest time to his credit for both the standing and the flying half. For the last few days Bliss, who has been training at Hampden Park, has been showing great form, and Manager Atkins chose this afternoon for a trial against time. Track, wind, and weather were in perfect condition. Lumsden and Githens, and Brandt and Silvie were the riders of the tandems chosen to do the pacing. The start was excellent, and Bliss hugged the wheel of the tandem to the quarter in :27 $\frac{1}{2}$ . From there to the tape the ride was sufficiently speedy to land him in :54 $\frac{3}{4}$ ,  $\frac{1}{2}$  of a second faster than the world's record, made by Johnson at Independence, October 30, 1893, and a full second faster than Bliss' own record, made at Waltham in July. The time for the tandem was :54 $\frac{3}{4}$ .

Shortly after the flying half Manager Atkins announced that Bliss would try for the standing half record. The same pacers were used except that neither tandem rode the full distance. After one false attempt, resulting in a poor pick-up, Bliss started on the fastest half, from a still start, ever ridden. The quarter-mile post was reached when the watches registered :30 $\frac{1}{2}$ , and 27 $\frac{3}{4}$  seconds later, the ride was over, and Bliss had established a mark of :58 $\frac{1}{4}$ , which is 1 $\frac{1}{2}$  seconds faster than Johnson's world's record made at Independence, October 31, 1893.

**ZEIGLER SUFFERS DEFEAT.**

PUEBLO, COLO., August 20.—John S. Johnson showed marked improvement in his riding today, capturing the mile open from Zeigler, Sanger, Murphy, and others. The race was ridden in 2:11 $\frac{1}{2}$ , the second fastest scratch race ever run. Johnson jumped the crowd on the last lap and scored a runaway win, Zeigler being unable to catch him. A. E. York, of Pueblo, won both the half and one mile B handicaps, W. H. Fehleishen, of Wichita, running second in each event. Charley Murphy defeated C. S. Wells, Taxis, and Brown, in the third-mile open. Wells gathered in the two-mile lap race from Murphy and Callahan, while Dr. Brown ran away from Zeigler in the quarter-mile open.



Sanger, Githens, Bald, and Titus coming out for the mile open at Ripon.



## THE LEAGUE MEET.

Otto Zeigler, Junior, the Hero of the Races—He Wins Three Championships—World's Records Broken—The Track Lightning Fast.

The Best Meet in The History of the League—Everyone Satisfied and Happy—The Banquet and Ball.

### Championships.

DISTANCE.	NAME.	TIME.
Quarter-mile	Otto Zeigler, Jr.	:30 <sup>3</sup> / <sub>4</sub>
Half-mile	E. C. Bald	1:05 <sup>1</sup> / <sub>2</sub>
One-mile	Otto Zeigler, Jr.	2:42 <sup>1</sup> / <sub>2</sub>
Two-miles	Otto Zeigler, Jr.	4:21 <sup>1</sup> / <sub>2</sub>
Five-miles	F. J. Titus	12:19 <sup>1</sup> / <sub>2</sub>



Class B men going to Denver.

### Competition Records.

Quarter-mile, flying start	W. C. Sanger	:26 <sup>3</sup> / <sub>4</sub>
Half-mile	E. C. Bald	1:00
One-mile	F. J. Titus	2:10 <sup>1</sup> / <sub>2</sub>
Two-mile	Otto Zeigler, Jr.	4:21 <sup>3</sup> / <sub>4</sub>
Five-mile	F. J. Titus	12:19 <sup>1</sup> / <sub>2</sub>
Five-mile	B. B. Bird	12:15

### Records Against Time.

One-mile unpaced, flying start	H. H. Maddox	2:10 <sup>1</sup> / <sub>2</sub>
One-mile tandem, flying start, unpaced	L. D. Cabanne and F. J. Titus	1:56 <sup>1</sup> / <sub>2</sub>
Two-mile, standing start, paced	A. D. Kennedy, Jr.	4:15

### Open Events, Class B.

Third-mile	Raymond MacDonald	:44
Half-mile	W. C. Sanger	1:11 <sup>2</sup> / <sub>4</sub>
Two-thirds-mile	E. C. Bald	1:44 <sup>2</sup> / <sub>4</sub>
One-mile	A. I. Brown	2:10 <sup>1</sup> / <sub>2</sub>

### Open Events, Class A.

Quarter-mile	Arthur Gardner	:31
Third-mile	E. E. Anderson	:44 <sup>4</sup> / <sub>4</sub>
Half-mile	Arthur Gardner	1:10
One-mile	Arthur Gardner	2:35 <sup>3</sup> / <sub>4</sub>
Two-mile	Arthur Gardner	4:59 <sup>3</sup> / <sub>4</sub>
Two-mile lap race	Arthur Gardner	5:01 <sup>1</sup> / <sub>2</sub>

The above table gives a comprehensive idea of the track work done at the fifteenth annual meet of the League of American Wheelmen. In addition to the records given in the table, L. A. Callahan made a new record for the unpaced Class A mile, 2:16<sup>1</sup>/<sub>2</sub>, and for the Class A mile in competition, 2:11<sup>1</sup>/<sub>2</sub>; Arthur Gardner carried off the time prize in the twenty-five mile road race, and C. S. Wells carried off the one-mile western championship in 2:28.

DENVER, COLO., August 19.—At last the League meet is over and nobody is sorry. Not because anyone failed to have a good time—the best of good times—but because every one is worn out with sight seeing and entertainment. The meet was the best that was ever held in the history of the League. It was the best in point of entertainment offered the visitors. It was the best in the open-handed hospitality of the individual entertainers. It was by far the best from a racing standpoint. Springfield in its palmy days never gave a better meet. The races continued for three days and on every one of them records were broken, a total of ten for the three days, an unprecedented record for any meet and especially for a League meet. The attendance at the races was larger than the most sanguine expected. The

grand stands and bleachers which accommodate 7,000 people were crowded on each of the three days. The promoters of the meet thereby cleared all expenses nicely and the Colorado division will have a small sum to put into its treasury and the Denver Wheel Club has a record-breaking track all paid for.

### The Question, "Who Gets Jimmy's Place?"

which greeted the visitors on all hands when they reached this city was settled to the entire satisfaction of the crowds that filled the seats at the races, if not to the satisfaction of the racing men and those "in the know." John S. Johnson did not win a single prize, while Sanger got one first, one second, and one third. Johnson could not get a place in the one-mile championship and Sanger was ridden off his feet in the two-mile championship. It was a general, all-around surprise. To Otto Zeigler, Jr., of San Jose, Cal., the crowd awarded Jimmy's place. He ran away with three of the five championships and made a new competition record in one of them. In addition to this he won the one-mile, 2:20 class, got second in the third-mile open and third in the two championships that he did not win, the half-mile and five-mile. Bald and Titus each captured a championship and the former got one and the latter two world's competition records, but B. B. Bird, of Minneapolis, a Class A man, took Titus' five-mile record by over four seconds. C. M. Murphy showed splendid form, as did A. I. Brown and Raymond MacDonald. Arthur Gardner was the undisputed king of Class A. He won every open event in his class except one, in which he was so badly pocketed as to make a win an absolute impossibility. He not only won, but won with the most ridiculous ease. Not satisfied with his victories on the track he turned out for the twenty-five-mile road race and captured the time prize, leaving his fellow-scratch men, W. F. Murphy and H. L. Dodson by nearly a minute and a half. E. E. Anderson, of Roodhouse, Ill., made a good showing in the junior class and B. B. Bird in this class was given credit for the five-mile competition record of America.

The racing men are in a quandry over the

### Unexpected Showing of Zeigler.

They are not ready to admit that he is the superior of all of them, and contend that the fact that he has been training in Denver for the last five weeks, and has had time to become accustomed to the climate, accounts for it. He showed himself to be a remarkable rider, whether the fact of not being used to the rare air affected the other men or not. He has a lightning sprint, and seems able to hold any pace. In most of the races he waited till within three hundred yards of the tape before making his effort. In the races where there were pacemakers, he did not seem to mind the fast going in the least, and in the two-mile championship, he hung onto the pacemakers and literally ran Sanger, Kennedy, Titus, and Charley Murphy off their feet! It is impossible to tell just where he belongs until he is seen on the circuit campaigning around the country as the other men are doing. He would doubtless hold his own with the best of them, but it is doubtful if he would find things as easy as he did at this meet.

### The Social Features of the Meet

were remarkable in many ways. In the first place, everything was free and it was next to impossible for a man to spend a cent on himself. The first thing that the visitor saw on arriving at the Union station was a large tent with the legend on the outside informing all that it was a bureau of



Officials going to the track.

L. A. W. information. Everything could be found out there from the price of rooms and board in the hotels and boarding places of the city to the time of arrival and departure of the next trains. The reception committee, that usual nonentity, was an actual thing at the Denver meet and it knew its work and then accomplished it. While the Windsor was the League Hotel most of the people stopped at the Brown. The whoop-a-la-la club which came on in a special beer car, and landed in town Tuesday morning, stopped at the Windsor, but the officials and all the racing men



stayed at the Brown. Monday morning was devoted to getting acquainted. The reception committee here got in its good work, and as an eastern man said, "I never went to a meet before where I felt as if I knew everybody." This was perhaps the best characterization of the spirit that was made. All this morning long there was a line way out into the street waiting for badges and official souvenirs. The headquarters were systematically arranged, and there was a series of little booths just inside the hall, each booth bearing the sign of some of the large and important committees.

The Denver Wheel Club and the Denver Ramblers kept open house throughout the meet, and their hospitality can not be too highly spoken of. Captain Marshall, of the bicycle division of the Denver Athletic Club, also made lots of the boys happy by "putting them up" at the palatial clubhouse where they enjoyed the plunge bath exceedingly.

#### The Credential Badge

admitted to everything, and the town was wide open, from the heart of the mayor to the smallest urchin. The buildings everywhere were decorated in the L. A. W. colors, and the people in their private residences were also fond of displaying mottoes of welcome to the wheelmen.

Monday afternoon four different runs were conducted, of various distances from five to twenty-five miles. Nearly five hundred cyclists went on these four runs and came back delighted with all that they saw and the manner of their entertainment. The evening was devoted to a formal welcome and entertainment in the headquarters which, by the way, were in the largest hall that the city boasted. President Hartwell of the Denver Wheel Club presided and in a short address told the interesting story of the building of Denver. He was followed by Mayor Van Horn, who spoke himself into the hearts of all wheelmen present by telling them that the city belonged to them for one week. He said that for their advantage the lantern and bell law in force in the city, had been suspended temporarily for a week and if any of them found the high altitude too much for them to come to his office and he would rescue them from the patrol wagon. He then got in the customary roast on Governor Waite that all Denverites feel bound to do. He said that there were wheels everywhere in Denver and he had been told that there were even some in the state capitol. This set the fun going and it was followed up with a fine display of views taken by Mr. Rivers, the official photographer of the Colorado division, who showed more than one hundred and fifty pictures of Colorado scenery. This ended the first day.

Thursday, in the morning, the photograph was taken on the steps of the new unfinished capitol and right in the midst of it was the Colorado nightingale which eventually fell into the hands of Johnny Johnson. The picture was a great success. The afternoon was to have been given to the parade, but just about 10 o'clock when the boys were getting into line, a terrible thunder shower broke over Denver and put a stop to the fun. As there was no place for it on the programme, it had to be abandoned and the gang

#### Enjoyed the Thunder Storm

instead. The evening was taken up by a giant smoker that will be remembered for years by every one that was present. It was a remarkable entertainment in many ways. From 8 o'clock till long after midnight there was a first-class entertainment going on. There was a little of everything, from boxing to first-class singing. But this was not all. The crowd drank twenty-five kegs of beer, ate any quantity of sandwiches and smoked a whole tobacco plantation of good cigars. The large generous scale that this smoker was conducted on will long be remembered. The band, and it was a good one, wound up the fun by playing the Ute war dance which had by this time become a prime favorite with the boys, and they all danced it.

Wednesday was devoted to runs into the country. There was a century for those who cared to stretch their legs. There were several shorter runs for those who did not aspire to century honors and they all got back in time to go out to Manhattan Beach to witness the special production of School,

which was interlarded with clever wheelmen cogs and hits. The theater was decorated with wheels revolving and showing parti-colored lights, and the inside of the place was hung in the L. A. W. colors. Everything this day was free as air. All who went on any of the runs were provided with dinner, and the entrance to the beach that night was free.

Thursday evening was the grand ball in the Broadway Theater. It was a little of everything, as far as dress was concerned, but all had a good time, as

#### Abbot Bassett Led the Grand March

and every good L. A. W. member knows what that means. Friday evening the illuminated parade was held through the streets and it was a great success and also a great failure. There were about 2,500 in line, but the mild-eyed populist policemen, as one of the Denver dailies called them, did not know their jobs and let the eager people on the sidewalks crowd into the street in such numbers that it was impossible to ride or even to see anything. The crowds on the street that night were something terrible. It was impossible to get through at the corners of streets where the parade was passing. After the parade the complimentary banquet to the officials and others was

given. The tables in the Windsor Hotel were very beautiful, and in front of the presiding officer's chair was a big floral wheel, very true as to its lines and very beautiful as to its conception and execution. The dinner was all that could be desired. The presiding officer was Judge Bonney, of Denver, and he was a model. His introductory speeches were unusually happy. All the speech making was out of the usual rut and kept the boys round the table till late into the morning. The toasts responded to were: The L. A. W., ex-Vice-President Thomas Sheridan; The Ladies, Abbot Bassett; The Treasury, Pop Brewster; The Denver Wheel Club, President Hartwell; The Racing Board, Howard E. Raymond; The Executive Committee, William Hillhouse; The Denver Meet, Louis Block; The Official Bulletin, George K. Barrett; The Milwaukee Starter, Dan Canary.

Saturday evening the prizes were presented at the headquarters, and here all the fun of the week was brought to an end and concentrated. President Hartwell gave out the trophies, and called each man to the platform where he received his prize. The usual jolly was indulged in. When Gardner, of Chicago, went up to get his eight prizes, the crowd wanted to know if he wanted the earth. Young Zeigler was the hero of the occasion, as he had been the hero of the race track. When he was called up again and again, the people present at last demanded a speech. He turned round, flushed to the roots of his hair and said: "Ladies and gentlemen, I am pleased—" that was as far as he could go, but it pleased

the crowd immensely, and they let him off with that. Johnny Johnson was obliged to ride the Colorado nightingale away, and he had it shipped to Albany to use as a mascot for the Stearns team. Thus ended the fun of the Denver meet.

#### FIRST DAY.

The attendance at the first day's races was something remarkable. The grand stands were filled to overflowing and the bleachers were almost full. There were about 7,000 spectators, who were as full of enthusiasm as possible. They cheered to the echo the prominent riders as they appeared on the track, the close finishes and the announcements of records broken. Titus was the star of the day, winning the five-mile national championship and the one-mile open, both in record time. He was disqualified for foul riding in the one-mile and lost the prize, but not the race. The foul was clearly not intentional. Bald captured the half-mile national championship by not more than six inches from MacDonald, who was a like distance ahead of Otto Zeigler, the California star. Arthur Gardner won the half-mile open, Class A, and would have won the one-mile except that he allowed himself to be pocketed. He showed himself to be by far the fastest man in Class A.



OTTO ZIEGLER, HOLDER OF THREE NATIONAL CHAMPIONSHIPS.



# Talking About Bicycles.....

Did you know that there had been more Waverleys built and sold this season than any other one make of 28 inch machines in America, regardless of grade or price? It is a fact! And it's being so is the most substantial proof in the world of the merit of this handsome machine. Every Waverley sold has been a walking, or rather a running advertisement for the goods, and notwithstanding the hard times, our factory, which has the largest capacity of any bicycle plant in the world, has been running night and day to fill orders. Why? Because we have given our customers a \$150.00 bicycle for \$85.00, and they show their appreciation of our efforts to give them the **best goods** for the least money by riding the Waverley. Have you seen it? If not, do so before you buy.

HUMBOLDT, NEB., July 20, 1894.

INDIANA BICYCLE CO.,

*Gentlemen:*—Some time ago I wrote to you for a complete repair list, and you said inclosed please find list, but you failed to send it, and, as I was going to Denver on a trip, I had to order such as I wanted from your agents at Lincoln, and got them.

I made the trip, and it was more extensive than I expected, as we traveled 1,200 miles, and can say I never paid out a cent for repairs while I was on the trip, and my wheel and tires are as good as when I started. I had to ride through cactus for twenty five miles, which was the only thing that caused a puncture, and will say I am exceedingly well pleased with the wheel. I am

Yours,

E. C. HILL, JR.

CATALOGUE FREE.

## INDIANA BICYCLE Co.,

INDIANAPOLIS, IND., U. S. A.

GEO. E. LLOYD & CO., Exclusive Agents for Chicago.  
Three stores—Cor. Canal and Jackson Sts., 593 W. Madison St., 297 Wabash Ave.



A novelty was introduced into the novice race in the shape of two pacemakers who were put in in the hope of establishing a record for novice races. The time, 2:23½, was but a little outside. John S. Johnson did not have a chance to ride. He was late in getting on the track for the half-mile championship and broke his wheel in the start of the one-mile open and did not have another that he could ride. Sanger made no showing worthy of himself, evidently not having recovered from the illness that attacked him at Chicago. Cabanne was also not up to riding form.

#### Summaries:

One-mile novice.—Clyde Turnbull, first; C. E. Jacques, second; R. J. Frain, third. Time, 2:23½. Won by 100 yards.

Half-mile championship, first heat.—Raymond MacDonald, first; Otto Zeigler, second; A. I. Brown, third. Time, 1:14½.

Second heat.—C. R. Coulter, first; C. S. Wells, second; E. C. Bald, third. Time, 1:13½.

Third heat.—F. J. Titus, first; L. D. Cabanne, second; W. F. Murphy, third. Time, 1:15.

Final heat.—E. C. Bald, first; Raymond MacDonald, second; Otto Zeigler, third; C. R. Coulter, fourth; W. C. Sanger, fifth. Time, 1:05½; last quarter, :27½.

One-mile, 2:30 class, Class A, first heat.—L. A. Callahan, first; G. L. Heiler, second; J. D. Park, third. Time, 3:03½.

Second heat.—G. A. Maxwell, first; A. G. Harding, second; H. C. Clark, third. Time, 2:56½.

Third heat.—B. B. Bird, first; C. W. Davis, second; W. Bainbridge, third. Time, 2:24½.

Final heat.—L. A. Callahan, first; G. L. Heiler, second; G. A. Maxwell, third; J. D. Park, fourth; B. B. Bird, fifth. Time, 2:38½.

One-mile open, Class B, first heat.—C. R. Coulter, first; R. F. Goetz, second; E. C. Bald, third. Time, 2:43½.

Second heat.—F. J. Titus, first; C. S. Wells, second; Raymond MacDonald, third. Time, 2:37; last quarter, :27½.

Third heat.—W. C. Sanger, first; A. I. Brown, second; W. F. Foster, third. Time, 2:32½; last quarter, :26½.

Final heat.—A. I. Brown, first; W. C. Sanger, second; E. C. Bald, third; R. F. Goetz, fourth. F. J. Titus won by a scant six inches in 2:10½—world's competition record—but was disqualified on a claim of foul. He will get the record, however. Sanger took the lead on the last turn and looked all over a winner, but Brown came up on the outside and beat him across the tape by a foot, while Titus, who was pocketed, tried to pass Sanger on the pole. Their elbows bumped, but Titus squeezed through and beat Brown out. Bald was almost a length to the bad.

Half-mile open, Class A, first heat.—Arthur Gardner, first; E. E. Anderson, second; L. A. Callahan, third. Time, 1:05½; last quarter, :28.

Second heat.—E. H. Kiser, first; G. A. Maxwell, second; B. B. Bird, third. Time, 1:12½.

Final heat.—Arthur Gardner, first; E. E. Anderson, second; G. A. Maxwell, third; E. H. Kiser, fourth; L. A. Callahan, fifth. Time, 1:10. Gardner was pocketed on the backstretch, and several of the men got what looked a winning lead on him, but he got out and won with ridiculous ease.

Two-mile handicap, Class B, first heat.—L. C. Johnson, 140 yards, first; W. W. Hamilton, 130 yards, second; H. H. Maddox, 100 yards, third. Time, 4:32½.

Second heat.—F. G. Barnett, 190 yards, first; A. J. Banks, 300 yards, second; A. D. Kennedy, 60 yards, third. Time, 4:26½.

Final heat.—F. G. Barnett, first; A. D. Kennedy, second; L. C. Johnson, third; O. E. Boles, 100 yards, fourth; H. H. Maddox, fifth. Time, 4:23½.

Third-mile open, Class A, first heat.—Arthur Gardner, first; E. H. Kiser, second; L. A. Callahan, third. Time, 4:2½.

Second heat.—C. W. Davis, first; C. M. Evans, second; A. P. Hard, third. Time, 4:46½.

Third heat.—E. E. Anderson, first; G. L. Heiler, second; W. A. Lutz, third. Time, 4:42½.

Final heat.—E. E. Anderson, first; E. H. Kiser, second; L. A. Callahan, third; Arthur Gardner, fourth. Time, 4:44½.

Five-mile championship, first heat, heats one-third mile only.—Otto Zeigler, Jr., first; F. J. Titus, second; L. D. Cabanne, third. Time, :49.

Second heat.—Walk-over for C. H. Callahan and H. H. Maddox.

Third heat.—C. M. Murphy, first; R. F. Goetz, second; B. B. Bird, third. Time, :53.

Final heat.—F. J. Titus, first; C. M. Murphy, second; Otto Zeigler, Jr., third; B. B. Bird, fourth. Time, 12:19½. World's competition record. The riders took turns at pacing and went at a record-breaking clip from the start. Maddox quit at three miles, and the others continued. Titus won by the best part of a length, with Murphy second by half a length.

#### SECOND DAY.

The second day's races were even better than those on the first day. The stands were crowded to the limit, and the audience was enthusiastic. The record breaking began in the morning in the half-mile handicap, the second heat of the first race, in which Bald rode from scratch in the remarkable time of :59½, going around the field, and making his own pace every inch of the way. Unfortunately his time was not caught by the official timers, and can not be allowed as record, although there is no doubt that it was made as stated, being caught by a dozen watches. Still the Buffalo boy will get credit for the competition record at this distance, for he rode in the final in 1 minute flat, in the afternoon. The five-mile record, which Titus broke on the first day, was again broken by B. B. Bird, of Minneapolis, in the Class A handicap. The Minnesota rider covered the distance from scratch in 12:15, the winner's time being 11:49½.

H. H. Maddox tried for the unpaced mile record in the morning, but was unable to do better than 2:13½, while Sanger's record was 2:11½. Maddox had another trial in the afternoon, and succeeded in doing the distance in 2:10½. The fractional times for the two trials were:

	QUARTER.	THIRD.	HALF.	TWO-THIRDS.	THREE-QUARTERS.	ONE-MILE.
First trial.....	:29½	:40	1:03½	1:25½	1:37½	2:13½
Second trial.....	:31½	:42½	1:03½	1:25½	1:36½	2:10½

He was wildly cheered when the announcers gave the time to the audience. The first to congratulate him was Sanger, whose record he broke.

#### The Record Was Dearly Earned,

however, for the knee that has been troubling him for some time entirely gave out in the last trial and on the advice of an eminent surgeon, he was ordered home to have his leg in a plaster cast. The trouble is a broken cord, and water on the knee joint.

The hero of the day was Otto Zeigler. His riding on the previous day had been good, but not phenomenal. On the second day, however, he showed the stuff that he is made of, by winning the two-mile national championship in hollow style, and at the same time making a new competition record for the distance. Pacemakers were put in the race, and the pace was hot from the first. C. R. Coulter took the riders the first two-thirds at a rattling pace. He was closely followed by Titus, Maddox, and Zeigler, Sanger and Charley Murphy brought up the rear. Robert Gerwing took up the pace at the two-thirds and carried the racers another two-thirds, when the pace was taken by L. C. Johnson. A quarter of a mile from the finish, Pacemaker Johnson began to pull away from the racers. Sanger, who was trailed by Charley Murphy, had allowed the other riders to get half a dozen lengths away from him. Suddenly Murphy made a spurt and passed the bunch, and tacked onto the pacemaker. As he went by, Zeigler started after him, but not before Murphy had gotten nicely away. Zeigler went right on until he had caught Murphy, and kept on going, opening up distance at every revolution of his wheel. Titus tried to follow him, but it was no earthly use, he was not in it. Murphy followed him the best he could and got second, some twenty yards back, and as much separated Titus from Murphy. Kennedy came in a poor fourth, and the others quit, ridden off their feet. The spectators yelled themselves hoarse, and when it was announced that the two miles had been done in 4:21½, breaking the world's competition record, the cheering was renewed with increased vigor.

Raymond MacDonald beat out Zeigler in the third-mile open in a hot finish, with Taxis close up and Kennedy less than a length behind the winner.

#### The One-Mile Open Was a Farce.

Referee Raymond put a time limit on it of 2:30. The race was won by Charley Murphy by a length from Zeigler, Cabanne third, and J. S. Johnson and Sanger back in the rack. The time was 2:32½, and it was ordered run over with a time limit of 2:35. The second time the event was won by C. S. Wells, with Taxis second, and Murphy third. Sanger and Johnson together with Zeigler were in the bunch. The time was 2:37½, and it was declared no race and no run-over. Arthur Gardner again had things all his own way in A, winning the one-mile open and the two-mile lap race, the only open events in which he was eligible to start.

Zeigler did not start in the western championship, open to riders living west of the Mississippi, and it looked like a good thing for Cabanne, of St. Louis. C. S. Wells, of San Francisco, fooled him, however, winning easily by a length, with W. F. Foster, of San Francisco, a good third. Wells also won the half-mile handicap, in which Bald rode from scratch, in 1 minute flat. Wells made a good showing in all his races and proved that he deserves a place near the front.

#### Summaries:

Half-mile handicap, Class B, first heat.—Russell Condon, 70 yards, first; A. I. Brown, 10 yards, second; C. L. Himstreet, 60 yards, third. Time, 1:09½.

Second heat.—H. Fehleisen, 80 yards, first; E. A. Grath, 50 yards, second; R. Gerwing, 60 yards, third. Time, :58½.

Final heat.—C. S. Wells, 40 yards, first; E. A. Grath, 50 yards, second; C. R. Coulter, 30 yards, third; E. C. Bald, scratch, fourth. Time, :59½. Bald's time, 1:00. Won by inches, scratch man within a length of the winner.

One-mile open, Class A, first heat.—B. B. Bird, first; L. A. Callahan, second; G. A. Maxwell, third. Time, 2:37½.

Second heat.—Arthur Gardner, first; W. A. Lutz, second; E. E. Anderson, third. Time, 2:31.

Final heat.—Arthur Gardner, first; L. A. Callahan, second; E. E. Anderson, third; G. L. Aelter, fourth; W. B. Tackaberry, fifth. Time, 2:35½. Won by an open length, the rest bunched.

Two-mile national championship, first heat.—J. S. Johnson, first; A. I. Brown, second; A. D. Kennedy, Jr., third. Time, 5:11½.

Second heat.—F. J. Titus, first; E. C. Bald, second; W. C. Sanger, third. Time, 5:04½.

Final heat.—Otto Zeigler, Jr., first; C. M. Murphy, second; F. J. Titus, third; A. D. Kennedy, Jr., fourth. Time, 4:21½. World's record. Won by ten lengths.

Two-mile lap, Class A.—Arthur Gardner, 15 points, first; L. A. Callahan, 9 points, second; C. W. Davis, 8 points, third. Time, 5:01½. Nine starters, and all but the three placed men distanced. Gardner won the first, second, third, and fifth laps, was second on the fourth, and third on the sixth. Callahan was second on the third, fifth, and sixth laps, and third on the first, second, and fourth. Davis won on the fourth and sixth laps, and was third on the fifth.

One-mile western championship.—C. S. Wells, first; L. D. Cabanne, second; W. F. Foster, third; M. H. Burt, fourth. Time, 2:28. Won by a length, with the held strung out.

Third-mile open, Class B.—Raymond MacDonald, first; Otto Zeigler, Jr., second; W. W. Taxis, third; A. D. Kennedy, fourth; L. C. Johnson, fifth. Time, :44. Won by three yards. Inches only between second and third. The others well up.

Five-mile handicap, Class B.—M. M. Kreutz, 500 yards, first; G. A. Maxwell, 240 yards, second; B. B. Bird, scratch, third; W. Bainbridge, 120 yards, fourth. Time, 11:49½. Bird's time from scratch, 12:15, American competition record. Kreutz had almost a lap handicap, and sprinted to catch the scratch men, Callahan, Bird, and Gardner, who were waiting on each other to make pace. They soon got to going, but Kreutz held on for over three miles. Gardner quit early in the race, apparently thinking that it would be useless to attempt to catch the held. At three miles Bird got away from Callahan, and came through the field in grand style.

One-mile open, Class B; time limit, 2:30.—C. M. Murphy, first; Otto Zeigler, second; L. D. Cabanne, third; W. W. Taxis, fourth; C. S. Wells, fifth. Time, 2:32½. No race.

Run over, time limit 2:35.—C. S. Wells, first; W. W. Taxis, second; C. M. Murphy, third; L. D. Cabanne, fourth; L. C. Johnson, fifth. Time, 2:37½.

#### THIRD DAY.

On Saturday the attendance at the races was even larger than on Thursday or Friday, in spite of the fact that the weather was threatening and that rain fell during the racing. There was not enough rain, however, to interfere with the races. There was a brisk shower just after the finish of the first race. It did not last over 10 minutes and had hardly stopped when the quarter-mile championship was called, so little did it affect the track; Raymond MacDonald was looked on as a sure winner in this race. He had the pole and was started by Asa Windle, who made the first poor



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start in the memory of man. Zeigler went to the front and set the pace all the way around. Taxis from the outside rode a magnificent race and coming down the stretch cut down Zeigler's lead, inch by inch, until at the tape he was not more than six inches behind, with MacDonald close up. Taxis was in the lead, two lengths beyond the tape and would have won the race with as good a start as Zeigler. Brown, Bald, and Charley Murphy were all close up. The time, :30 $\frac{3}{4}$  is just outside the world's competition record.

The half-mile open was won by Sanger, the only race that he captured. Zeigler did not start. The 2:20 class, Class B event, was full of interest. O. E. Boles, of Denver, who had shown considerable speed, was the favorite of the grand stand and when he made a jump from the rear of the bunch at the quarter pole the audience stood up and cheered and cheered. He got a lead of ten yards and looked all over a winner. Zeigler followed him and as they rounded into the homestretch Boles was only a length to the good. He held his advantage till within thirty yards from the tape when he began to tire and Zeigler came out and won by a length. C. R. Coulter was three yards back of Zeigler and was followed by Cabanne.

#### The One-Mile National Championship,

the blue-ribbon event of the year, was won by the California wonder. C. R. Coulter and Robert Gerwing were put in as pacemakers. Sanger, Johnson, Zeigler, Brown, C. M. Murphy, Goehler, Cabanne, and Kennedy qualified, and all started in the final. Coulter led out at a merry pace, followed by Sanger, Murphy, and Zeigler in the order named. At the half-mile Gerwing came up from the rear and took the pace, Coulter dropping out. The positions remained unchanged. At 450 yards from the tape Gerwing swung out and left the competitors to fight out the battle by themselves. The pace had been hot and as soon as the last pacemaker dropped out it slowed down considerably. Every one expected to see Sanger, who was in the lead, start one of his famous long sprints, but he did nothing of the kind. At the quarter pole the order was Sanger, Murphy, Zeigler, Brown, Johnson, Kennedy, Cabanne, and Goehler. This order was maintained till within less than three hundred yards from home, when Zeigler made a jump from third position, followed by Brown. The crowd began to cheer the moment he started and that warned Murphy and Sanger, who were ahead of him, and they both started sooner than if they had waited till they had seen him coming, but not until he had gained a good lead of two lengths over Sanger and three over Murphy. They started after him but Sanger could barely hold his own. Murphy gained, but gained slowly. Rounding into the stretch Zeigler was first by two lengths, Sanger and Brown next, riding side by side, and Murphy at their saddles.

#### Zeigler Led All the Way

down the stretch and won by an open foot, with Murphy, who had pulled up second, half a length ahead of Sanger, who in turn was half a length ahead of Brown. Johnson was next followed by Goehler. The others sat up. The time, 2:12 $\frac{1}{2}$ , is the fastest ever made in a championship event. The fractional times were as follows: Quarter, :34; third, :43 $\frac{1}{2}$ ; half, 1:06; two-thirds, 1:28 $\frac{1}{2}$ ; three-quarters, 1:41 $\frac{1}{2}$ ; mile, 2:12 $\frac{1}{2}$ .

The two thirds-mile open was a good thing for Bald, who won by three parts of a length in easy fashion, with Wells second, and Cabanne third. Gardner had things all his own way in the three Class A events, winning the one-mile handicap in 2:16 $\frac{1}{2}$ , from scratch, the quarter-mile open in :31, and the two-mile open in 4:59 $\frac{1}{2}$ . In the second trial heat of one-mile handicap L. A. Callahan covered

#### The Mile From Scratch

in 2:11 $\frac{1}{2}$ , winning the heat. This is the fastest competition mile of the meet with the exception of the mile in 2:10 $\frac{1}{2}$  made by Titus in the one-mile open on the first day when there were pacemakers in the race. A \$150 prize was offered for the fastest competition mile of the meet made without pacemakers, and after the races Callahan decided to accept the prize and go into Class B where he would soon find himself any way. In the final of this event he was on scratch, and Bird with Gardner made the pace all the way, caught the field easily and outsprinted Bird and Callahan, who were second and third, respectively.

After the races there were attempts on records. The first was made by Titus and Cabanne, who went for the unpaced tandem, flying start, record. They succeeded in lowering it to 1:56 $\frac{1}{2}$ . Their fractional times were: Quarter, :27; third, :36; half, :55 $\frac{3}{4}$ ; two-thirds, 1:15 $\frac{3}{4}$ ; three-quarters, 1:26; mile, 1:56 $\frac{1}{2}$ .

F. G. Barnett made an unsuccessful attempt to lower the flying start, unpaced mile, record, established by Maddox on Friday. He made 2:14 $\frac{1}{2}$ ,

#### A Very Creditable Performance.

Edgar Boren and B. B. Bird made unsuccessful attempts to lower the Class A record for the unpaced flying mile made by Gardner at Chicago. Each one made the mile in 2:17 $\frac{1}{2}$ , a fifth of a second outside Gardner's performance. L. A. Callahan was more successful, covering the mile in 2:16 $\frac{1}{2}$ .

The afternoon's sport was concluded by the breaking of the world's two-mile, standing start, record, by A. D. Kennedy. He was paced the first mile by Titus and Cabanne on their tandem, in 2:08, and by C. M. Murphy, W. F. Murphy, and W. W. Taxis on the last mile. His fractional times were: Quarter, :36 $\frac{1}{2}$ ; third, :46; half, 1:06 $\frac{1}{2}$ ; two-thirds, 1:26 $\frac{1}{2}$ ; three-quarters, 1:37 $\frac{1}{2}$ ; one-mile, 2:08; one and a quarter, 2:39 $\frac{3}{4}$ ; one and a third, 2:50; one and a half, 3:11 $\frac{1}{2}$ ; one and two-thirds, 3:38 $\frac{1}{2}$ ; one and three-quarters, 3:44 $\frac{3}{4}$ ; two-miles, 4:15.

#### Summaries:

One-mile handicap, Class A, first heat.—F. C. Lawton, 20 yards, first; W. Bainbridge, 30 yards, second; Arthur Gardner, scratch, third. Time, 2:14 $\frac{1}{2}$ .

Second heat.—E. E. Anderson, scratch, first; B. B. Bird, scratch, second; W. Schnell, 80 yards, third. Time, 2:17 $\frac{1}{2}$ .

Third heat.—L. A. Callahan, scratch, first; J. P. Gunn, 30 yards, second; T. S. Jensen, 20 yards, third. Time, 2:11 $\frac{1}{2}$ .

Final heat.—Arthur Gardner, scratch, first; B. B. Bird, scratch, second; L. A. Callahan, scratch, third; G. L. Weiler, 20 yards, fourth; F. C. Lawton, 20 yards, fifth. Time, 2:16 $\frac{1}{2}$ .

Quarter-mile national championship, first heat.—Raymond MacDonald, first; C. M. Murphy, second; W. W. Taxis, third. Time, :31 $\frac{1}{2}$ .

Second heat.—A. I. Brown, first; R. E. Goetz, second; F. J. Titus, third. Time, :31 $\frac{1}{2}$ .

Final heat.—Otto Zeigler, Jr., first; W. W. Taxis, second; Raymond MacDonald, third. A. I. Brown, fourth; E. C. Bald, fifth; C. M. Murphy, sixth. Time, :30 $\frac{1}{2}$ . Won by six inches; MacDonald less than a length behind the winner.

Half-mile open, Class B, first heat.—M. H. Burt, first; Raymond MacDonald, second; F. J. Titus, third. Time, 1:20 $\frac{1}{2}$ .

Second heat.—C. R. Coulter, first; C. S. Wells, second; W. C. Sanger, third. Time, 1:15 $\frac{1}{2}$ .

Final heat.—W. C. Sanger, first; C. S. Wells, second; F. J. Titus, third; C. R. Coulter, fourth; M. H. Burt, fifth. Time, 1:11 $\frac{1}{2}$ . Won by a yard and a half.

Quarter-mile open, Class A, first heat.—E. H. Kiser, first; C. W. Davis, second; L. A. Callahan, third. Time, :31 $\frac{1}{2}$ .

Second heat.—Arthur Gardner, first; B. B. Bird, second; F. C. Lawton, third. Time, :32 $\frac{1}{2}$ .

Final heat.—Arthur Gardner, first; B. B. Bird, second; C. W. Davis, third; E. H. Kiser, fourth; G. A. Maxwell, fifth. Time, :31.

One-mile, 2:20 class, Class B, first heat.—Otto Zeigler, Jr., first; O. E. Boles, second; M. H. Burt, third. Time, 2:59 $\frac{1}{2}$ .

Second heat.—C. R. Coulter, first; F. G. Barnett, second; R. F. Goetz, third. Time, 2:37.

Final heat.—Otto Zeigler, Jr., first; O. E. Boles, second; C. R. Coulter, third; L. D. Cabanne, fourth; R. F. Goetz, fifth. Time, 2:24 $\frac{1}{2}$ . Won by a length.

One-mile national championship, first heat.—Otto Zeigler, Jr., first; A. I. Brown, second; J. S. Johnson, third. Time, 2:53 $\frac{1}{2}$ .

Second heat.—W. C. Sanger, first; C. M. Murphy, second; C. H. Callahan, third. Time, 2:26 $\frac{1}{2}$ .

Final heat.—Otto Zeigler, Jr., first; C. M. Murphy, second; W. C. Sanger, third; A. I. Brown, fourth; J. S. Johnson, fifth; A. B. Goehler, sixth. Time, 2:12 $\frac{1}{2}$ . Won by a length, half a length between second and third.

Two-mile open, Class A, first heat; heats run as two-thirds of a mile.—G. L. Weiler, first; B. B. Bird, second; W. Bainbridge, third. Time, 1:34 $\frac{1}{2}$ .

Second heat.—Arthur Gardner, first; E. E. Anderson, second; L. A. Callahan, third. Time, 1:33 $\frac{1}{2}$ .

Final heat.—Arthur Gardner, first; B. B. Bird, second; Marion Black, third; L. A. Callahan, fourth; E. E. Anderson, fifth. Time, 4:59 $\frac{1}{2}$ . Last quarter, :27 $\frac{1}{2}$ . Won by a length and a half.

Two-thirds mile open, Class B.—E. C. Bald, first; C. S. Wells, second; L. D. Cabanne, third; F. G. Barnett, fourth; A. B. Goehler, fifth. Time, 1:44 $\frac{1}{2}$ . Won by four feet.

## THE ROAD RACE.

DENVER, COLO., August 19.—Arthur Gardner, of Chicago, again covered himself with glory today. Not content with winning all but one of the open A events, he needs must capture time prize in the twenty-five-mile road race over the old Salt Creek course. Incidentally he was given a \$500 chest of silverware for beating W. F. Murphy, B. B. Bird, H. L. Dodson, and W. Bainbridge, who were on scratch with him.

There were nearly one hundred starters. The day was warm, with a stiff head wind. The interest in the race was centered around the fight between the scratch men. At the start Reed took the pace. About four miles out Gardner punctured his rear tire, but rode on the rim for some distance. Then Bainbridge gave up his wheel to his stable mate, and Gardner started after the others. He caught them, and at the finish beat out Murphy and Dodson.

The race was won by L. H. Dobson, of Canon City, who had an easy thing.

#### Summaries:

PO.	NAME.	ADDRESS.	HANDICAP.	TIME.
1	L. H. Dobson	Canon City, Colo.	11:00	1:24:38
2	A. J. Banks	Denver	10:30	1:24:31
3	W. M. Enright	Sioux City	11:00	1:25:32
4	M. M. Kreutz	Denver	10:00	1:24:50
5	G. A. Maxwell	Denver	9:00	1:23:51
6	W. K. Fehleishen	Wichita	10:00	1:24:55
7	C. S. Price	Denver	9:00	1:23:56
8	W. Schnell	Lincoln	8:00	1:22:57
9	O. M. Langan	Denver	8:00	1:22:58
10	Uno Fortune	Denver	12:00	1:26:59
11	E. F. Smith	Denver	8:30	1:23:30
12	R. E. Miller	Wichita	8:30	1:23:52
13	G. E. O'Brien	Denver	8:00	1:25:38
14	H. R. Renshaw	Denver	6:00	1:24:09
15	H. E. Fredrickson	Denver	7:00	1:25:13
16	Robt. Gerwing	Denver	6:00	1:24:17
17	T. I. Jensen	Salt Lake	8:30	1:26:49
18	H. M. Turk	Denver	7:00	1:25:21
19	W. H. Holloway	Denver	10:00	1:28:23
20	G. A. Philips	Denver	8:00	1:27:25
21	L. Cumming	Denver	10:30	1:30:12
22	E. T. Smith	Denver	8:00	1:27:57
23	K. B. Hamilton	Denver	10:00	1:30:48
24	F. H. McCall	Denver	11:00	1:32:33
25	C. F. Edmond	Denver	10:00	1:31:52
26	C. Pugh	Denver	8:00	1:30:03
27	A. Gardner	Chicago	Scratch.	1:22:41
28	W. F. Murphy	Brooklyn	Scratch.	1:22:42
29	F. G. Barnett	Lincoln, Neb.	4:00	1:26:44
30	H. L. Dodson	Chicago	Scratch.	1:22:45
31	R. M. Covert	Pueblo	9:00	1:32:08
32	E. Geisecke	Denver	10:00	1:34:24
33	M. Langton	Denver	10:30	1:35:28
34	T. E. Laker	Denver	9:30	1:34:29
35	W. C. Preston	Denver	15:00	1:40:13
36	G. F. Tremelling	Denver	10:00	1:25:22
37	B. G. Garten	Denver	12:00	1:38:33
38	F. D. Deishbaugh	Topeka	8:30	1:35:33
39	H. E. Chaffin	Denver	8:30	1:37:00



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RESULTS AT NATIONAL CIRCUIT MEET, DENVER,  
COLO., AUGUST 16, 17, AND 18, 1894.

### AUGUST 16, 1894.

Turnbull, of Denver, on **MORGAN & WRIGHT TIRES**, made the fastest mile ever ridden in a novice race, in 2:23 $\frac{3}{4}$ , cutting six seconds off the record.

Gardner, of Chicago, on **MORGAN & WRIGHT TIRES**, first place in one-half mile open, class A; time, 1:10; last quarter done in :27 $\frac{3}{4}$ .

### AUGUST 17, 1894.

Boles, of Denver, on **MORGAN & WRIGHT TIRES**, made track record :26 $\frac{1}{4}$ , beating Sanger and other "Cracker Jacks."

Gardner first place in one mile open in 2:35 $\frac{1}{2}$ , doing the last quarter in :29 $\frac{1}{2}$ .

Also first in two (2) mile lap race, with 15 points, in 5:01 $\frac{1}{2}$ .

C. W. Davis, of Chicago, on **MORGAN & WRIGHT TIRES**, third in lap race, 8 points.

Maddox, of Asbury Park, N. J., on **MORGAN & WRIGHT TIRES**, broke **World's Record** for unpaced mile in 2:10 $\frac{1}{2}$ , beating Sanger's mile by 1 $\frac{1}{2}$  seconds.

### AUGUST 18, 1894,

Gardner, on **MORGAN & WRIGHT TIRES**—

FIRST in the one-mile handicap, in 2:16 $\frac{1}{2}$ .

FIRST in the quarter-mile open, in :31.

FIRST in the two-mile open, in 4:59 $\frac{1}{2}$ .

C. W. Davis, of Chicago, on **MORGAN & WRIGHT TIRES**, third in the quarter mile open.

Boles, of Denver, second in the one-mile 2:20 class, class B.

### COPY OF TELEGRAM.

*Morgan & Wright, Chicago:*

DENVER, COLO., August 19, 1894.

Morgan & Wright tires won first time and first place, and won other prizes in Denver Road Race, August 19, 1894, and took over fifteen hundred dollars in prizes. They got everything worth having. It was another Morgan & Wright Chicago Road Race. A. Gardner, of Chicago, got chest of silver worth five hundred dollars for first time prize.

## MORGAN & WRIGHT, CHICAGO.

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES



## FROM OVER THE PLAINS

Where the western breezes, wafting across the fields of waving  
grain, carry the sounds of triumph,

## FLASH THE GLAD TIDINGS

All the underpinning of previous world's record for one-mile  
novice races, is

KNOCKED FROM UNDER,  
BY TURNBULL, ON A

# SYRACUSE

at the Denver, Colo., race meet, who won in the unprece-  
dented time of 2:23 2-5.

## THAT'S THE WAY TO DO IT!

It's built that way—is the SYRACUSE.

VAN WAGONER,  
HAMILTON,

TURNBULL,  
MILLER,

KNOWLAND,  
SCOVILL,

SEARLE,  
.....

They're every one a victor. Easy, always—Because——?

## CRIMSON RIMS.

SYRACUSE CYCLE CO.

SYRACUSE, N. Y.

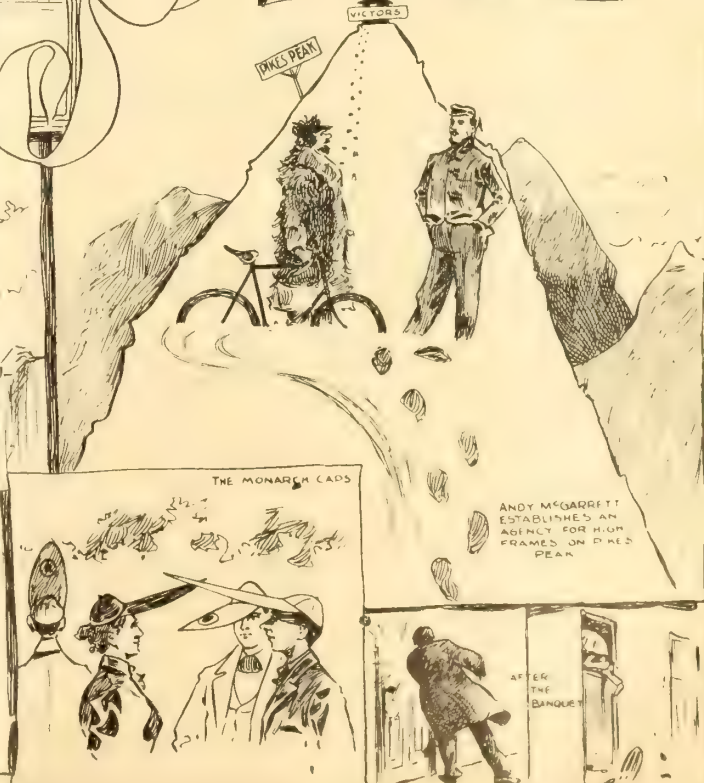
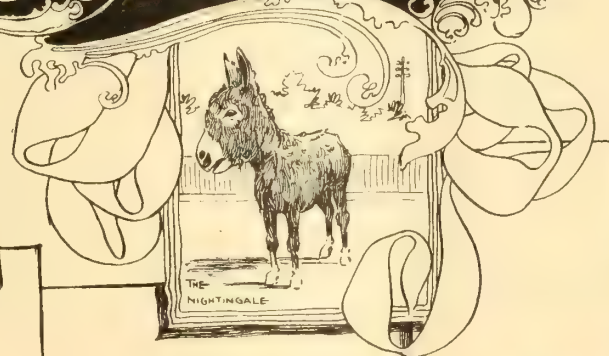
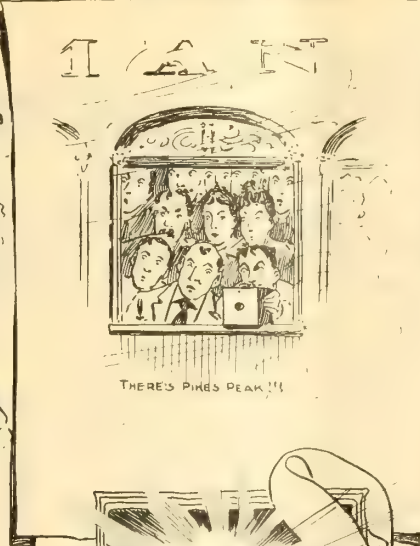
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WESTERN AGENTS,

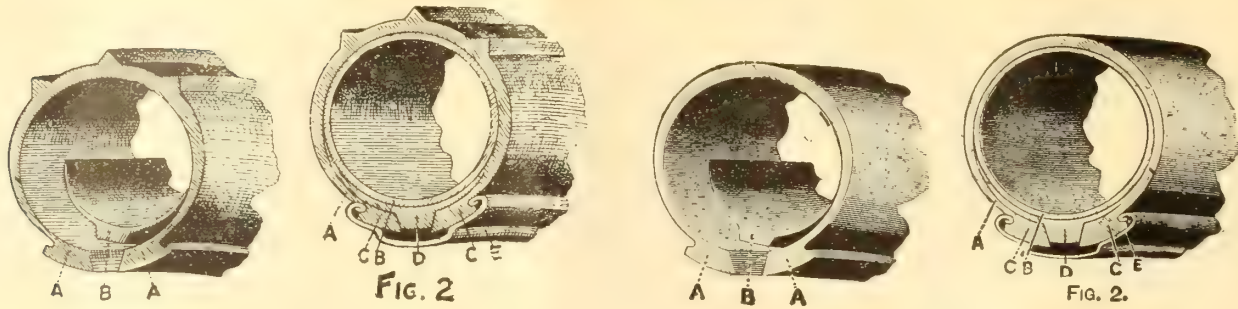
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ST. LOUIS, MO.









# THE CYCLONE TIRES

Either **CORRUGATED** or  
**PLAIN** are the Best Mechanic-  
ally Fastened Clincher Tires  
on the Market.....

Positively the only practical Clincher Pneumatic Tire yet offered, and the only  
one constructed on a self-locking principle.

**WILL NOT CREEP** on account of our novel method of locking the shoe  
and tube to the rim.

**CAN NOT BE PUNCTURED** by the ends of the spokes, as a thick part  
of the tire lies just over the spokes' ends, protecting the tube.

**CAN NOT BLOW OFF RIM**, as the Keystone Wedge securely locks the  
flanges of the tire into the clincher hooks of the rims.

**EVEN WHEN ENTIRELY DEFLATED**, as the weight of machine or  
rider will cause the wedge to lock the tire. This is not true of any  
other mechanically fastened tire.

**IT IS CONSTRUCTED ON COMMONSENSE PRINCIPLES.** For  
repair work, the Cyclone Tire can be used on G. & J. style of rims.  
Try them.

## CLIMAX and REX ROAD TIRES

Are the Best Cemented Tires. Perfect Tubes, Perfect Shoes, Perfect Valves.

INNER TUBES pure and warranted at popular prices.

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Mention The Bearings.



## PROFESSIONAL RACING.

### A Scheme on Foot in New York to Promote a Series of Races for the Cash Prize Riders—Other Gotham News.

NEW YORK, August 20.—Everything points toward a decided novelty in the way of a race meet during the first part of October, and if negotiations now pending do not fail the foreign professionals will have a "star" track to race on when they reach these blooming shores. Buffalo Bill's Wild West show, at Ambrose Park, South Brooklyn, can boast of as fine a set of horseback riders as this or any other country can produce. Of their number probably Pedro Esquivel, the old-time pony-express rider, is generally conceded by all to be the most expert horseman. The plans which are on foot now are in short as follows: A syndicate of capitalists will probably secure either the Brighton Beach race track grounds or Ambrose Park for a specified length of time and make either place, the chances being in favor of the former, into a perfect bicycle track. The track at Brighton Beach is a mile in size, and as October is one of the most pleasant and mellow months of the entire year hereabouts, with proper advertising the thing is almost bound to prove successful. Once started the association will hang up purses of \$200 or \$300 for the professionals to race for, of which amount, say the latter, \$75 goes to second, \$15 to third, and \$10 to fourth.

In case the affair is gotten under way before the home coming of Zim, Wheeler, Banker, Starbuck, Crooks and the foreigners, there will not be a scarcity of pros on hand to win the money. Peter Berlo, Rich, Price, Neuhaus, Bettner, Kanaska, Crocker, Rowe, Albert, Ashinger, Prince, Schoch, Golden, Van Emburgh, Meixell, Btarholomew, and others would be tickled to death at the opportunity. Then in addition to that, and by special sanction, this enterprising syndicate will give

#### Amateur Races For Both Classes.

In the Class B events, each first prize would be the full \$150 value, with \$75 to second, \$25 to third, \$15 to fourth, and \$10 to fifth. These values will not be given in diamonds, medals, silver-plated ware, or tin jewelry, such as the men are all complaining of, but orders for that amount of goods will be given each winner, according to the prize.

During the evenings, or perhaps in connection with the afternoon events, the cowboy riders of Colonel Cody's show will race the professionals, or amateurs either, if sanction can be obtained from Chairman Raymond. Taken all in all, the affair will be of the combination order, and certainly should prove a drawing attraction, especially after Zim, et al, return. Imagine a race on a broad, one-mile course, in which Zim, Edwards, Banker, Houben, Wheeler, Barden, Starbuck, Medinger Crooks, Louvet, Berlo, Lehr, Rich, and Linton, are colored as starters for a \$1,000 purse. The question is, Would it bring a crowd together? And echo answers "Sure!" Names and details are not quite ready for publication as yet, but they will be shortly, and then let the fun begin.

The dates of the "Good Roads Tournament" are drawing nearer every day and as they approach the office of the *American Wheelman*, which is the promoter of the affair, presents

#### An Unusually Animated Appearance.

The office force has been doubled and all hands are working overtime daily to get the printed matter off, which is to be put out. Already 4,000 lithos have been sent to all points within a radius of 500 miles of New York city and the bill-posters are at work putting up stands of bill in true circus style. Everything is on the jump and conservative people state that the tournament will be the greatest ever held in this part of the country.

To one who has never been to Asbury Park, a short description may not be amiss. Taking a Sandy Hook boat at the foot of Liberty street, New York, you are taken down the grand old bay, past the statue of Liberty, by the historical old forts from which dozens of heavy cannon frown out at the passing craft. Through the "narrows," by celebrated "Quarantine," out into the lower bay, or in reality, the Atlantic Ocean. You may look as far as the eye can reach out toward the east and all that can be seen is that apparently limitless body of water, the somber old ocean. Twenty miles of this and you alight on the pier at the Atlantic Highlands, from which point a train is boarded and the journey continued some thirty odd miles more through the handsomest summer residence district in the world, on and on, by innumerable small villas and towns, through Long Branch and all the time within a stone's throw of the ocean, at which you gaze from the parlor car window as you gently recline in the luxurious cushions and enjoy a quiet, thoughtful smoke. In what seems but a few moments you are at Asbury Park, the queen summer resort of the Atlantic coast.

Once there, do what you will, go where you may, all is beauty, life and gaiety. Because things are kept quiet, it is no reason why the genuine article is not to be had. All you have to do is to keep an eye peeled and, if

#### The Racing Men Are in Town,

you can distinguish them by a sort of magnetism, if for no other reason. Look for Eddie Bald's red band around his hat, "Bill" Murphy's dog, Ray MacDonald's diamond, Asa Windle's giant form and Scotch dialect, Sanger's gruff "Ha! Ha!" Tyler's quiet smile, Bode's white suit, Titus' loud stockings, or Kirkpatrick's ditto, or better still if you see a large crowd of people in each one of whom you notice some one of the many characteristics mentioned above, just single out the leader and if he has got a bloomer suit on and is tearing up money, that's Billy Young. Should you

meet a slick looker, who immediately offers to match you for five, ten, fifty, or a dollar, well, that *must* be Kennedy. There are other peculiarities, but you are sure to see the owner of one of the foregoing if any of them are in town, and then you will know things are lively.

But should the unexpected happen, and you miss them all, just hang around the telegraph office of the Coleman House and after awhile you will notice what seems to be a wild man rushing in and up to the counter. Don't get afraid, he won't hurt you; if it is the right one he has a couple of cigarettes stuck in his mouth and he is puffing violently at both of them, simultaneously. If he wears a worried look and is just a little bit bow-legged, that's F. Ed Spooner. He is liable to act somewhat erratic at times, but that comes from inhaling cigarette smoke. It causes forgetfulness also.

W. M. Perrett spent last Wednesday afternoon

#### At the Wild West

show in company with Rennie L. Smith, of Newark, N. J., and THE BEARINGS' correspondent, whose guests the others were. Everything was doubly interesting, especially so from the fact that, prior to the opening of the performance, Perrett and Smith were introduced to several notables, among whom were "No-Neck," the war chief of the Sioux nation, "Charging Bear," and "Flat-Iron," the medicine man, who was responsible for the Messiah craze some few years ago. He was also presented to Announcer McCarthy, an excellent fellow, who appreciates a good joke with the best of them. When the attack on the Deadwood stage coach was on, or just before it, while the old coach stood at the starting point near the grand stand, Perrett remarked that he would like to ride in the affair while the attack by the Indians was being made. Of course that was easily fixed, for newspaper men need but to ask that they shall receive while in the grounds of the show, so the genial clerk of the course and race meet manager climbed into the old vehicle. The announcer noticed him as he got aboard, and in making his little speech relative to the coach, etc., he said: "The Deadwood coach was formerly the property of Salisbury & Co., plying between Cheyenne and Deadwood. It has been christened many times by fire and blood. Seated on the box holding the reins is 'Colorado Jack,' an old stage driver, inside the coach sits 'Billy' Perrett, a reformed desperado and outlaw. Are you all ready? If so, go, and may success attend you." When the announcement of Perrett's identity was made, he, with that characteristic presence of mind which has won for him so much applause, quietly put his head out of the window, and raising his hat, as he alone can, bowed his prettiest to a veritable fairy in the stand, who gazed at him with a mingled expression of awe and admiration. "My!" she was heard to say, "a real live outlaw and desperado, and he smiled at me." And the giddy thing threatened to have a spasm.

W. C. Phelan, Jr., of Rahway, N. J., spent two months

#### Getting into Condition

for the recent Asbury Park races on the 10th and 11th. He was as fit as a fiddle and as fast as greased lightning when he arrived at the park the day before the opening, and when he saw the handicaps and learned that he "only" had the limit in the mile, he felt exceedingly well. In fact he felt so assured of success that the following day at dinner, just before going to the track, he devoured several pieces of watermelon and a few dishes of hot rice pudding, not to speak of a large bunch of grapes and a handful of cake. That afternoon at the track he was pained beyond expression when the scratch man caught him on the first lap, left him on the second and lapped him on the third. Now he wants to know how it happened, and that too, when the fact is taken into consideration that he was as "fit as a fiddle." Wasn't it strange?

Word from Poughkeepsie, this state, tells of John Van Benschoten riding a flying quarter in :29½ last Wednesday, which clips just ½ of a second off the record made by W. A. Rhodes week before last.

E. L. Blauvelt rode a half mile in 1:00½ at the second matinee races of the Crescent Wheelmen last Wednesday in Plainfield, N. J. He was

#### Paced the Quarter

by Isaac Line and taken home by Monte Scott. The pacing was perfect and the time speaks well for Blauvelt's ability to sprint. Other events decided on that afternoon at the matinee were as follows:

Quarter-mile open.—L. S. Darling, first; H. B. Scott, second; Isaac Line, third. Time, :35.

One-mile handicap.—Isaac Line, first; L. S. Darling, second; N. R. Titsworth, third. Time, 2:25.

Two-mile handicap, for Victor Wheelmen only.—John Scott, first; John Venable, second. Time, 5:45¼.

One-mile scratch.—N. R. Titsworth, first; O. Saugstadt, second; S. C. Crane, third. Time, 3:08.

Two-thirds mile, for C. W. members only, who had never started in a contest.—George Stevens, first; C. E. Teel, second; W. H. Rogers, third. Time, 2:17. There were two trial heats in this event besides the final.

At the annual games and picnic of the Third avenue elevated railroad men, held last Thursday at Lion Park, the two-mile bicycle race was won by E. Mustard; W. Smith, second. No time was taken.

S. F. Frasick, manager of the Brooklyn Cycle Co., 555 Fulton street, Brooklyn, is away on a vacation. He writes from Sullivan County, N. Y., of a very pleasant and enjoyable time. If any one knows how to get all the pleasure out of this life that it affords Mr. Frasick is the man, and his many friends may expect plenty of laughable stories when the absentee returns to the City of Churches.



## THE ENGLISH CAMPS.

**At Harrogate the Cyclists Have a Merry Time—Rather Quiet at Slough—Late English News.**

LONDON, August 11.—The Harrogate camp proved the biggest and most successful on record. There were fifty-two military bell tents, besides the usual mess and machine tents. Under the presidency of R. L. Philpot the programme was carried through with a swing. The London party, larger than ever, included Lacy Hillier, E. H. Godbold, S. F. Edge, and several Stanleyites. On Saturday the usual races were held, and in the evening a smoking concert took place in the mess tent, after a march up to the camp from the Bodega in Harrogate town. On the whole, delightful weather prevailed, and on Monday the annual photograph was followed by the meet and parade, in which the "Eiffel" bicycle, nine feet 6 inches in height, was ridden. Then followed the luncheon with toasts and speeches, and in the afternoon the sports were held. Altogether, Philpot's year will be long remembered.

At Slough, in the south, the camp proved much quieter than in past years. Although there were fifty tents, the reception marquees were restricted to a smaller size than formerly, and the decorations were on much more modest lines. No entertainments were given by particular clubs, a nightly concert in the large mess tent, destitute of comfort or decoration, taking their place. The new rules pressed rather harshly upon some of the eleven clubs which desired to repeat the merry experiences of past camps. All ladies had to leave the camp at 10:30 under the new rules, and as many campers had their wives staying near the spot, their departure at that comparatively early hour occasioned some regret. Instead of the protracted revels into the small hours a hush fell upon the field at midnight, after which vocal music was conducted *sub rosa*. Although some two hundred men joined the Southern Counties' camp, **The Absence of Many Familiar Faces** was conspicuous. Nevertheless, the president, E. Hollands, of the Pickwick, supported by Lane Campbell, W. J. Harvey, and others worked zealously for the success of the camp. On Monday the camp sports, which included many amusing contests, were witnessed by 1,500 spectators in lovely weather. The dinner in the evening, although not as well supported as usual, passed off amid enthusiasm. A contingent from Harrogate took up their quarters in the London county inclosure on Wednesday. Cycle trips were carried out daily, under the conduct of responsible guides, to the many lovely spots within easy reach of the site. Among the clubs supporting the Slough camp were the Pickwick, Stanley, North London, Holborn, Slough, and Chelsea C. C's.

The English team for the world's championships left London for Antwerp at 8:30 on Wednesday, in charge of Dr. Turner. The following racing men compose the team: J. Green, J. Michael, L. Stroud, P. W. Brown, W. F. Chapman, T. Osborn, W. Broadbridge. The international championships commence next Sunday, and the representatives include L. C. Papenfus from South Africa, three from Denmark, four from Germany, three from Austria, twelve from Belgium, seven from Holland, four from France, and three from Scotland.

It does not appear generally known that the

### Big Professional Meeting

at Herne Hill this afternoon is being engineered, not by H. O. Duncan alone, but by the Buffalo Cycling Club of Paris, which will bear the brunt of failure, or reap the results of success. It is a complete novelty for a foreign club to arrange and carry out a race meeting in this country. H. O. Duncan, the honorary secretary of the Buffalo club, which comprises the most influential cyclists of Paris, is booming the cash prize movement, anent which much more will be heard.

The cycling track given to St. Albans by Sir John Blundell Maple, M. P., was formally opened last Monday week, by H. R. H., the duke of Cambridge, Lord Salisbury, and the bishop of St. Albans being among the distinguished crowd present. The path is 700 yards per circuit, or two and a

half laps to the mile, and is made of cinders, with a width of thirty-two feet banked up five feet at the curves. Although not fast at present, the surface will shortly be exchanged for one more suitable for modern speeds. Fifteen thousand persons witnessed the races held on Bank Holiday, when the London Center Union Championship was contested and fell to T. W. Osborn. Lady Maple presented the prizes, and the meeting passed off with *eclat*.

The military authorities have refused to officially countenance the "relay ride," promoted by the Catford Club, which will consequently be started from the general postoffice instead of from the Horseguards, Whitehall. The members of the Catford are to carry the message to the top of Alcombury Hill, and Huntingdon, Stamford, Newark, Yorkshire Roads, Darlington, and other clubs are to complete the journey to Edinburgh. The start will take place on Thursday, the 16th, at 10 a. m., and the finish is timed for 12 noon on the 18th inst.

Gamage, the cyclists' provider, has a big scheme in hand, in conjunction with a powerful syndicate, to re-open the Alexandria Park track for the use of North Londoners. No capital will be spared to render the path

### The Most Perfect in London.

The surface is not yet decided upon. Residential accommodation will be provided on the ground for men training. Railways connect the track with the northern suburbs, the city, and the east end. In connection with the Gamage track, as it will be styled, arrangements for big football contests in the winter are being made, and enormous gates are anticipated. Unless I

am greatly mistaken, Mr. Gamage, having commenced this scheme, will carry it through successfully. The Essex Cycling Union (which embraces the Polytechnic C. C., and many important clubs) are according their full support to the promoters.  
C. W. HARTUNG.

### Pros at Herne Hill.

HERNE HILL, Aug 11.—The following are the results of the professional meeting today:

Five-mile international tandem safety race.—A. W. Harris (England) and George Banker (America), first; A. C. Edwards (England) and Relph (England), second; T. James (England) and Max (Austria), third. Immediately after the start something went wrong with the Wheeler-Louvet tandem. The order for the best part of the journey was, Banker-Harris, Edwards-Relph, and James Max. In this event there was some show of loafing. The competitors at first, owing to a mistake of the proper official, went a lap short, but ultimately finished in the same order. Time for four miles, 11:28½. The time for five miles was not taken.

Quarter-mile race against time.—A. A. Zimmerman (America), first, time, :30½;

I. W. Schofield (England), second, :31½; G. Banker (America), third, :32½; A. C. Edwards (England), T. James (England), and Verheyen (Germany), tied for fourth place, time, :32½; Wheeler (America), and Louvet (France), tie for fifth, :32½; A. W. Harris (England), and Max (Austria), tie for sixth, :32½; Relph (England), seventh, :33½; Hewson (England), eighth, :33½; C. Herbert (England), ninth, :33½; Carling (England), tenth, :36½. Zimmerman beat the British record by ½ of a second, the previous best being :31½.

Five-mile international scratch race.—A. C. Edwards (England), first; H. Wheeler (America), second; Louvet (France), third; G. Banker (America), fourth. Edwards went away with the lead, but was soon displaced by Harris, who set a fast pace, and led most of the time. Two laps from home Harris went away with a rush, but was easily held by Zimmerman. Soon after Zimmerman and Verheyen fell, the latter being carried off insensible. Edwards won by three yards, a yard dividing Wheeler and Louvet. Time, 12:49.

### A CHICAGO TANDEM TEAM.

Tandem riding is becoming quite a fad in Chicago. It was not until this year that a light tandem was placed on the market, and the Chicagoans appreciate them. The accompanying cut shows the first diamond frame tandem—a Stearns—ridden on the road in Chicago. Miss Eva L. Brice occupies the front seat, and Charles K. Anderson, of the Meteor Cycle Co., the rear. The picture is a snapshot taken by R. B. Chase, one of the best of Chicago's amateur photographers.

### One Hour Ohio State Record.

CINCINNATI, August 18.—Chas. H. Roth, of the Crescent Wheelmen, on a Rambler Racer, succeeded, with the aid of several of his clubmates as pacers, in riding 22 miles 1,251½ yards in 1 hour, breaking previous record by over one mile. It was done on the Norwood track in the presence of several hundred spectators.



A Chicago tandem team.





CORONER—"What is your verdict, gentlemen?"

FOREMAN—"We find that the deceased came to his death from a fall from a bicycle, caused by the wood rim of his front wheel breaking. We, the jury, recommend that all bicycles hereafter be fitted with aluminum rims, made by the Eagle Bicycle Mfg. Co., of Torrington, Conn. They never break."

*There is Nothing  
New Under  
The Sun.*

**Triangle Wheels**

*The  
Triangle*

*Are in the lead and intend to stay there.*

**THE PEERLESS MFG. CO., Cleveland, Ohio.**

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast. THE SELTZER-KLAHR HDW. CO.,  
535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania and New Jersey.



## NEW YORK NEWS NOTES.

NEW YORK, August 20.—Last Friday the National Exhibition Co. purchased at auction the right, title and interest of Temporary Receiver Freedman in Manhattan Field, the stands and clubhouse, the purchase price being \$150. At present the rental of the field is \$10,500 per year, but the National Exhibition Co. has an option on the renewal of the lease, for five years from date of December 20, 1894, at a rental of \$12,500. Max B. Dressler, bought the buildings on the ground for \$500. The new lessees will take possession December 1. Peter F. Meyers & Co., No. 111 Broadway, were the auctioneers.

The latest club to organize in this city is the Yorkville Wheelmen, who have elected Dr. M. W. Brinkman, president, and Herbert J. Hindes, captain. The club has twenty-five members as a starter and have their headquarters located at Lexington avenue and Ninety-third street. All the members have applied for L. A. W. membership.

A rather severe accident was caused last Friday evening on the Ocean Parkway, Brooklyn, by a wheelman, whose bicycle frightened a team of spirited horses. The animals became unmanageable and broke away from the lady who was driving, dashing at full speed down the boulevard, upsetting the carriage and throwing the two occupants of the rig into the road with more force than elegance. The ladies' names were Mrs. McGill, of 239 Throop avenue, Brooklyn, and Mrs. Wagner, of 188 Vernon avenue, same city. The former received a fractured shoulder, while Mrs. Wagner got off with several cuts and bruises about the head and body. After Ambulance Surgeon Pendergast, of the Seney Hospital, had dressed the wounds both patients were sent to their respective homes.

The fifty-mile road race of the Manhattan Bicycle Club has been abandoned and in its place a series of three handicap road contests have been arranged. Each of the races will be contested over the Elizabeth-Rahway course and the distances and respective dates of same follow: August 25, five miles; September 8, ten miles; September 22, fifteen miles. The fifty-mile race will surely be held next year, when it will be made an annual fixture.

Alexander Schwalbach, the Wilson-Myers Co. Brooklyn manager, has at last succeeded in having the Kings County elevated railroad run baggage cars on some of their trains for the accommodation of wheelmen. The cars will be put on for Saturdays only as a starter, and will be attached to trains from Franklin and Nostrand avenue stations, running every two hours after 10:15 a. m. On Sundays and holidays they will run every two hours, beginning at 8:15 a. m. These trains will run to the city line, and the company make the following stipulations in regard to same: Bicycles must be brought up on the platform 20 minutes before the time of the train's departure. The charge shall be 10 cents. Checks for the wheels will be

given owners, the same as is the custom on other railroads. The idea is but an experiment so far, but if the thing is patronized properly the cars will be continued. Schwalbach deserves great credit for having persuaded the company to put the cars on, and it is almost certain that the innovation will be liberally patronized by the many cyclists of Brooklyn.

Everything points to a most successful and well-attended century run, which the Riverside Wheelmen will hold some day the latter part of August. The destination of the run will be from Sag Harbor, L. I., to Brooklyn, over the same course as the Long Island century run, held July 15 last. The chances are that with so many fast men as the R. W. can boast of, the affair will be a continual scorch all the way.

The West Chester Cycling League's century run is also promising much. It is scheduled for September 23, and will be from Yonkers, N. Y., to Hicksville, L. I., and return. Metropolitan clubs can fall in line at Fifty-ninth street and Eighth avenue if they so desire.

With a well-ventilated dressing-room, 100 feet square, a separate cot for each man, every other convenience requested, and with a prize list comprising diamonds, watches, jewelry, and furniture, the annual race meet of the Mercer County Wheelmen, of Trenton, N. J., is bound to be a success next Saturday. Zimmerman thinks the track, which is a half mile in size, is as good as the best half-mile track he ever rode on, and a large number of the crack-a-jack Class A men will certainly be present to try conclusions with each other.

Following is a copy of the letter which President Chas. H. Luscomb sent to the chief consuls of the ten states in which the L. A. W. membership is greatest. It is the initial move toward legislative action for wheelmen's rights:

"The Executive Committee of the League of American Wheelmen will shortly take measures for an active campaign for highway improvement and for general state laws preventing cities and villages from enacting special ordinances restricting the rights of wheelmen.

"As such legislation must be secured in the states, I write to ask if your division will co-operate with the National Executive Committee in the prosecution of this work. If so, will you advise me as soon as possible whether your legislature meets this year and when you elect senators and assemblymen; also in which direction you deem such work most judicious. I am desirous that the League take such active part in the coming fall campaign as will convince representatives in the legislatures that the wheelmen are sufficiently organized and in such strength as to command attention to their reasonable demands from those who make our laws."

Up to date there has not been one reply received but what offers to go into the fight with a vim, and President Luscomb feels much gratified therefrom.

# Kalamazoo Baby Carrier



Price, with Board Seat Attachment, \$3.00.

## KALAMAZOO CYCLE CO.

Sole Owners and Manufacturers,  
KALAMAZOO, MICH.

MENTION THE BEARINGS.

## Bearings Bicycle TOUR.

A three month's tour through Italy, France, and England has been arranged by THE BEARINGS PUB. CO. The tour will start about the middle of next February, under the direction of Monsieur Eugene Fay, an experienced courier. Only the best lines of travel and best hotels will be patronized. For particulars address,

### Bearings Publishing Co.,

46-48 Van Buren St., CHICAGO.



AT **DENVER,**

**DOBSON, ON A SYRACUSE**

Denver, Colo., August 19, L. H. Dobson, mounted  
on a SYRACUSE wheel

**Won First Place in the Famous  
and Well Advertised  
Troxel 25-Mile Road Race.**

Some nine weeks ago L. H. Dobson paid \$125.00 for a  
24-pound SYRACUSE, Model C., and today he is \$500  
richer thereby.

In the celebrated Troxel 25-mile handicap road race,  
Dobson, mounted on a SYRACUSE, won first place and  
the \$500.00 rosewood piano.

**WAS IT A GOOD INVESTMENT?**

With a vim and a dash he jumped to the front, pass-  
ing all the fastest eastern cracks and was never headed.  
Ere this his name has appeared in print, for the first time,  
in all the leading sporting papers of America. Like a  
flash of lightning he springs into fame and glory, and his  
**Crimson Rims** bore him on to victory.

**TO-DAY HE IS THE HAPPIEST BOY IN DENVER.**

It was the talk of the town, all one could hear on the  
street or in the hotel lobbies was Dobson—Dobson—  
SYRACUSE—Crimson Rims.

**The SYRACUSE Makes Champions out of Novices.**

On Thursday, August 16, at Denver, Colo., Clyde  
Turnbull, mounted on a SYRACUSE, won the one-mile  
novice race and broke the world's record for novices by  
over six seconds. This also was a wonderful feat and his  
name too, goes down on record as one of the fleetest  
riders in America.

**How Could They Help but Win—They Chose a Beauty.**

**Syracuse Cycle Co.,  
Syracuse, N. Y.**

Write now for  
1895 Agency.

SHAPLEIGH HARDWARE CO., Western Agents, St. Louis, Mo.



# THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, AUGUST 24, 1894.

No. 25.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

**SUBSCRIPTIONS:**

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

## FOWLERS TAKE THE LEAD.

William Birdsall, the speedy bicyclist of the Auburn Athletic Association, this morning received from Chicago a Fowler King Bee, which weighs but eighteen pounds. The racer is a pretty one, and the excellent workmanship is apparent to the most casual observer. The frame is just as rigid as a frame can be made, sprocket and chain are lightened in weight, but not reduced in strength, and, in fact, wherever strength is necessary in the eighteen-pound flyer, there the strength is. Fowlers have many points of superiority over other makes of wheels, and, though strangers in Auburn until this season, many have been sold here, and they give the best of satisfaction. Carroll K. Gardner, Fred P. Ernsberger, and Martin A. Hanlon are a few Auburnians who ride Fowlers. Frank S. Smith, No. 50 State street, sells them.—Auburn (N. Y.) Paper.

## SOME FOWLER WINS.

CAIRO, ILL., August 15.—Free-for-all, half mile, best three in five.—J. P. Vineyard, first in three heats. Time, 1:25. John Thistlewood, second. Time, 1:25 1/4. Half-mile dash, for riders under sixteen years of age.—John Thistlewood, first. Time, 1:25.

OSWEGO, N. Y., August 13.—Half-mile open.—Emmett Smith, first. Five-mile open.—Emmett Smith, first. One-mile open.—Emmett Smith, second.

## YOUTHFUL CENTURION.

Miss Effie Whitlock, Aged Fifteen.  
Makes a Century on a Ladies' Fowler.

She Is the Youngest Lady Rider to go on the Staten Island Hundred.

Eleven Brooklyn ladies went on the Staten Island century July 15, and they covered themselves with glory by their plucky riding, nine of them finishing 100 miles from Sag Harbor to Jamaica, two riding over fifty miles from Sag



MISS EFFIE WHITLOCK.

Harbor to Patchogue, and seven riding the full distance from Sag Harbor to Brooklyn, about one hundred and ten miles. Of the seven ladies who finished the big run, not one complained of being sick or broken down from over-exertion, and all said they felt all right beyond a little unusual amount of fatigue.

Of the party who rode so well were three in particular who astonished their male companions on the trip by their endurance and speed. They were Miss Effie Whitlock, Miss M. Bindrum, and Mrs. F. E. Anderson. The two former are residents of this city, while Mrs. Anderson hails from Flushing, L. I., and, strange to say, has only

ridden a bicycle for about two months.

Miss Effie Whitlock, says the Brooklyn "Citizen," is a fifteen-year-old daughter of E. J. Whitlock, of the Board of Education, New York. She is a blithe and airy miss, tall, and possessed of much more strength and endurance than one would credit her with from a casual glance. Her wheel occupies all her leisure moments, and no more familiar figure can be seen on the roads and in the suburbs than Miss Effie. She kept in line with her older companions, and in finishing the run a Jamaican jokingly challenged Miss M. Bindrum to a race, and the pair rode like a team to the hotel, when those who witnessed the exciting race said the result was as good as a dead heat. Miss Whitlock began riding a wheel several years ago, her mount then being a forty-five pound pneumatic. This year she is riding a thirty-pound Fowler, with wooden rims, and she attributes much of her success in finishing her long ride last Sunday to the wheel, which carried her through the entire journey without a break or puncture of any kind. Besides her fondness for the bicycle Miss Whitlock has a strong fancy for such sports as tennis, swimming, fishing, and yachting.

## FAMILIAR FACES.



W. MONTROSS, a Chicago centurion, weight 225 pounds, weight of wheel 28 pounds.



# TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

## REDUCED RATES TO THE SHOW.

Prospects Good For a Fare and One-third Rates to the Chicago Show—Mr. Charlton's Letter.

The application of the National Cycle Exhibition Co. to the railroads for a fair and one-third rate to the Chicago cycle show will probably be favorably acted upon. The following extract from a letter received from Mr. James Charlton, general passenger and ticket agent of the Chicago & Alton railroads, shows that the railroads are favorably inclined:

"As stated at the meeting recently held in the office of Mr. G. H. Heaford, general passenger and ticket agent of the Chicago, Milwaukee & St. Paul Railway, I have no doubt but that the exhibition you propose giving will excite a lively interest among wheelmen all over the country, and especially in the west. Railway travel will be stimulated correspondingly during the period of the exhibition. To that extent this company, for one, is interested in securing favorable action on your proposition for reduced rates."

### Bicycles.

Pope Mfg. Co.	Ames & Frost Co.
Gormully & Jeffery Mfg. Co.	Hill Cycle Co.
Buffalo Tricycle Co.	Ariel Cycle Co.
Black Mfg. Co.	Columbus Bicycle Co.
F. F. Ide Mfg. Co.	E. C. Stearns & Co.
Derby Cycle Co.	Marion Cycle Co.
Kenwood Mfg. Co.	Stover Bicycle Co.
Union Cycle Mfg. Co.	Monarch Cycle Co.
Lamb Mfg. Co.	Indiana Bicycle Co.
Munger Cycle Co.	Syracuse Cycle Co.
Sterling Cycle Works.	Julius Andrae.
Eclipse Bicycle Co.	Meteor Cycle Co.
Warman-Schub Cycle House.	Grand Rapids Cycle Co.
National Cycle Mfg. Co.	James Cycle Co.
Fulton Machine Works.	Rouse, Hazard & Co.
Shapleigh Hardware Co.	Crawford Mfg. Co.
W. H. Wilhelm & Co.	E. B. Preston & Co.
Two-Speed Bicycle Co.	Relay Mfg. Co.
Eagle Bicycle Mfg. Co.	Yost Mfg. Co.
St. L. R. & W. G. Co.	H. A. Lozier & Co.
Western Wheel Works.	Peerless Mfg. Co.
Waltham Mfg. Co.	Acme Cycle Co.
Remington Arms Co.	Central Cycle Mfg. Co.
Marble Cycle Co.	Wilson-Myers Co.
Charles Truman & Co.	A. Featherstone & Co.

### Tires, Sundries, Parts, Etc.

Rockford Tool & Sundry Co.	New York Tire Co.
Diamond Rubber Co.	C. J. Whipple.
Palmer Tire Co.	Morgan & Wright.
R. B. McMullen & Co.	Parkhurst & Wilkinson.
C. J. Smith & Sons.	Rich & Sager.
Garford Mfg. Co.	Cleveland Mach. Screw Co.
Hunt Mfg. Co.	Ellwood Tube Co.
Union Drop Forge Co.	Webb Tire Co.
Shelby Tube Works.	Ind'n's Chain & Stamp. Co.
Hartford Tire Co.	Eastern Rubber Works.
Chicago Tip & Tire Co.	New Departure Bell Co.
M. E. Griswold.	Braddock Hose Co.
Spaulding Mach. Screw Co.	A. U. Betts & Co.
Simonds Rolling Mach. Co.	Reed & Curtis.
Kalamazoo Cycle Co.	Hill Machine Co.
J. J. Warren & Co.	Indiana Novelty Co.
Norderer Bros.	Excelsior Supply Co.
Cullman Wheel Co.	Tillinghast Pneumatic Tire Co.
Washburn Motor Mfg. Co.	

Here are a few extracts from letters received from agents:

Coast agents are getting the small end of the profits, and I do not see any remedy except a closer acquaintance with the manufacturers. Count on fifty California agents to attend the Chicago Cycle show.—The Logan Co., Hollister, Cal.

A fact that seems to be ignored by the manufacturers is that our climate is such that the sale of wheels would begin as early as February if we could get stock, but as it has been we have been unable to get stock when we could and should be selling it. I can and will attend the Chicago show. It will not go farther east.—L. C. Black, Fleur de Lis Cyclery, San Jose, Cal.

The Chicago show may look for the presence of every dealer of any prominence on the Pacific coast as a visitor. I shall certainly be there.—Edwin Mohrig, San Francisco, Cal.

The dealers are in need of a Chicago show.—R. M. Hewitt, Detroit, Mich.

Chicago has the energy to make the show a success.—H. H. Bisbee, Ludington, Mich.

Will attend the Chicago show.—C. A. Pagenhardt, Westernport, Mo.

Chicago is a long way from us, still we approve of the Chicago show.—W. P. Lett, Riverside, Cal.

We will certainly attend the Chicago show.—L. W. Thorne, Detroit, Mich.

The western dealers want an opportunity of visiting a western show.—A. R. Baker, Bay City, Mich.

The western agents demand attention at the hands of the manufacturer in show matters.—C. H. Frazire, South Bend, Ind.

The southern and western trade would be greatly benefited by a Chicago show.—Geo. Brown, Knoxville, Tenn.

So that all agents can see it, the show should be held in Chicago.—J. M. Slater. Chicago is the place for the show.—J. T. Kachler & Co., Maysville, Ky.

Will be pleased to attend a Chicago show.—R. A. Gibbs, Sherman, Tex.

Have often wanted to attend an eastern show, but time, distance, and expense have hindered. Will certainly be at Chicago.—S. M. Ladd & Co., Morrison, Ill.

It seems to me it would be good policy for the makers to give the western agents an opportunity of seeing their goods in Chicago. Shall attend the show.—E. A. Kimball, Tacoma, Wash.

Chicago, from its habits of showing grand results in everything that it undertakes, is universally known as the hub and wheel of progress. Its intentions in the show line should be encouraged by the makers.—F. B. Elliott, Pataskala, O.

I will attend a cycle show in Chicago.—F. H. Holcomb, Rochelle, Ill.

A western show is an absolute necessity. I have been prevented from attending former shows by reason of the expense attached to the excursion and the time consumed in attending. It is very unsatisfactory to be compelled to depend on traveling men for a glimpse of goods which all should be afforded an opportunity of seeing.—W. F. Horton, Hicksville, O.

A show held in Chicago would be of great benefit to all western agents. We will attend.—Brown & Isenberger, No. Manchester, Ind.

Push and shove and let us have a cycle show in Chicago in 1895.—L. W. Neer, Urbana, O.

We certainly will not miss the opportunity of attending the Chicago show. It is not likely that we would feel inclined to go to New York or Philadelphia.—Knapp & Spaulding, Sioux City, Ia.

Many western agents do not see all the wheels that are made. A cycle show in Chicago would remedy this difficulty. We want to see the whole line.—Brister & Seward, Russellville, Ky.

It will be to the interest of manufacturers and agents to have a cycle show held in Chicago in 1895. Chicago is central for east, south, and west.—Frank O. Prouse, Hopkinsville, Ky.

Eastern shows have been too far away for us to attend, and we think that is the case with all southern dealers. The west needs the presence of a show.—E. D. Whiteside, Golden City, Mo.

We are very anxious indeed to have the cycle show at Chicago instead of in the east. We are very anxious to attend the exhibition this year, but if it is held in the east do not know that we will have time to attend. It is always our intention to handle wheels made in the west and we can get these wheels without going to the eastern market to look after them. We think the manufacturers would do well to exhibit in the west as their goods in the east are known, and what they most desire is to extend their territory.—Avery Planter Co., Kansas City, Mo.

The holding of a show at Chicago would suit me.—F. Barkl, Lesterville, S. D.

If the show is held farther east than Chicago it will be impossible for me to attend. It is difficult for us to preserve patience while working to have the traveling men from the various houses call upon us with their samples. By the time they reach us the best part of the season is over.—H. Weber, Cole Springs, Colo.

We are eastern agents, but yet we think that a cycle show at Chicago will be of great advantage to the western agents and manufacturers. There is an immense territory thickly settled to the south and west of Chicago whose people would go to a show at Chicago, but would hesitate at the distance and expense of a journey to New York.—P. H. Lachiotle & Co., Columbia, S. C.

There is no reason why Chicago should not have the national show, as it is the only city on this continent where everything goes with a whirl. It is easily accessible from all parts of the Union.—Geo. Gothrie, Oak Harbor, O.

It would be greatly to our advantage to have a show in Chicago. We will certainly attend if it is located there. Flint Buggy Co., Flint, Mich.

By its central location a show held in Chicago would be sure to be very largely attended by agents; moreover, it would acquaint eastern makers with many of their customers.—W. C. Sanford, Battle Creek, Mich.

Chicago should have the show in 1895.—F. A. Lewis, Fa Fayette, Ind.

Chicago is the place for the cycle show.—The Bourbon Cycle Co., Paris, Ky.

The fact that the majority of the cycle manufacturers lie in the east would seem to make it a matter of sound business judgment for these concerns to introduce their goods into the great wheel-demanding west, and no way could this be done so thoroughly, easily or with as great a profit as by having and patronizing an exhibition in Chicago.—L. J. Hoftzege & Co., No. Manchester, Ind.

I vote for Chicago.—V. C. Razor, Salt Lick, Ky.

A show in Chicago meets my approval and I will attend.—P. P. Erwin, Rushville, Ind.

I will attend a cycle show in Chicago every time and buy what I intend to handle, but I will not attend an eastern show.—Paul Hiekisch, Decatur, Ill.

The move for the Chicago cycle show is in the right direction.—Dixon Music Co., Dixon, Ill.

We have been in the trade for five years, but have never had an opportunity of witnessing a cycle exhibit until we saw the one at the World's Fair. We will attend the show in Chicago.—Griffiths Hardware Co., Rushville, Ill.

It will be good to have a cycle show in Chicago.—Union Transfer Co., Council Bluffs, Ia.

We vote for Chicago as being the best and most convenient point for holding a cycle show, all things considered. It will accommodate more agents and will undoubtedly be of the most benefit to manufacturers.—S. F. Heath Cycle Co., Minneapolis, Minn.

We believe that a western cycle show would be a great success. If would start the trade out earlier with the western agents. We hope Chicago will obtain the show.—F. H. Blodgett, Beloit, Wis.

It is due to the western dealer that a show should be held at Chicago. The manufacturers ought to recognize the western trade as they are now depending on it so much.—McKinster & Co., Adrian, Mich.

The National Cycle Show for the coming year ought to be held in Chicago. It is I, as well as a number of others in my neighborhood, will be able to attend, whereas we will not be able to go to an eastern city.—M. B. Willis, Jr., Auburn, Ind.

I have made it a point to talk with the various agents of southern Indiana, Kentucky, and middle Tennessee, and am happy to say that without a single excep-



tion all favor the Chicago show. I am satisfied that it will secure a much larger attendance from the south than any eastern show. Will be on hand.—Joel B. Smith, Nashville, Tenn.

We will attend the Chicago show.—Gossett & Brown, Anderson, S. C.

Be assured of our attendance at the Chicago show. We have been restrained from going to previous shows on account of the expense and time consumed in the journey.—Prather & McCoy Co., Springfield, Ill.

We will be at the Chicago show.—A. F. Schuler & Son, Arcanum, O.

Chicago is the place for the cycle show because the west is the country to be converted to the good roads' cause, and cycling is the best method of conversion. I will be there.—A. J. Fisher, Santa Fe, N. M.

Would like very much to see a cycle show in Chicago next winter, and have always regretted the lack of it. Will certainly visit it.—A. W. Woodward, Rockford, Ill.

A show in Chicago will be the best thing which has ever happened for the western cycle trade. Shall attend it.—W. E. Hudtloff, Shewano, Wis.

A cycle show in Chicago is just what we want. All Indiana dealers want to see it held in that city. The expense is too great for western dealers to go east to buy. We will attend the Chicago exhibition.—Kirk Bros., Muncie, Ind.

It is well to consider the west in a matter of this kind.—W. H. Snyder, Onward, Ind.

I can conceive of no intelligent reason why Chicago is not the only place for the national show.—J. Taylor, Mechanicsburg, O.

A cycle show in Chicago is the best thing the western dealers could have. The expense of attending an eastern show bars them from the privilege of seeing a full exhibit.—C. E. Lathrop, Armada, Mich.

To encourage the growth of the bicycle business it seems proper to us that the show should be held in a western city like Chicago.—S. Snyder & Co., Masonville, O.

I hope to see a show held in Chicago.—T. S. Culp, Canton, O.

I will encourage a cycle show in Chicago.—S. A. Cuner, Upper Sandusky, O.

We would like to see the national show held in Chicago in 1895, and will certainly attend it if held there.—Brigham & Lyons, Wauseon, O.

The west deserves a cycle show. We promise our hearty support.—St. Paul Cycle Co., St. Paul, Minn.

Chicago is pre-eminently the place for the National Cycle Show. It is central for hosts of dealers.—L. D. Loomis, La Crosse, Wis.

Chicago is the place for the next cycle show. The west should not be slighted. Let us combine for the sanction of the Chicago show.—A. W. Snell & Son, Oshkosh, Wis.

By all means let us have a cycle show in Chicago. We need it. It will pay.—American Sporting Goods Co., St. Louis, Mo.

Like many agents in the west, we are unable to attend an eastern show. We will attend a show held in Chicago.—Decker & Sons, Brazil, Ind.

It is no more than right that the west should be favored with the show.—H. Hendrickson, Rushville, Wis.

Chicago is the place for the cycle show. It can be easily reached by all and its success is sure.—H. G. Prouty & Co., Hinsdale, Ill.

The Chicago show will be of vast importance to the western agents, and it is just what the west needs.—H. C. Colp, Springfield, Wis.

## GOTHAM TRADE HAPPENINGS.

NEW YORK, August 20.—The Campbell Bicycle Mfg. Co., 148 Chambers street, are feeling sanguine over the passage of the new tariff bill, claiming that the effect upon the bicycle business which this bill will have has already demonstrated what to expect later. This concern's factory at 43 Park and 503 Pearl streets covers an area of 1,000 square feet (one large room), in which the entire celebrated Campbell is turned out. Their installment business is being exceedingly well patronized. No. 4 Ramblers, Ideals, and other makes of machines are sold at \$2 per week.

The newly opened New York office of the Newton Rubber Works, at 54 Vesey street, report a surprising amount of business in the Straus elastic tire, considering the season of the year. L. F. Stillwell, who was formerly connected with the New York Belting & Packing Co., is in charge of the Vesey street store.

The Bell Telephone Co., as usual up to date, has placed an order for thirty bicycles, on which they will mount their inspectors for general convenience. One of the men who will use the wheels said recently: "They instructed me to go up to the riding school one day last week to take my first lesson. Well, say, you ought to have seen me when I got through. The blamed machine ran into the wall and every post or pillar in sight, after which it threw me down and jumped on me. My arms and legs were all tangled up in the spokes, and I was pretty near done for. I'll not go there again even if I lose my position. A man's life is too valuable to court death like that." Up to this time each inspector has been provided with a horse and buggy, but the company seeking to gain time and save expense will put each man on a bicycle now as soon as they arrive.

The entire stock of Bensinger, McDonald & Bowdish, who formerly were located at 1311 Bedford avenue, Brooklyn, has been purchased by Arthur E. Preyer, 1 Park place, this city. The various lines include Stearns, Raleighs, Ariels, and Syracuse, all of which Mr. Preyer has decided to sacrifice at prices such as he alone can quote.

The Bidwell-Tinkham Cycle Co. of West Fifty-Ninth street have been appointed uptown agents for the League Chainless bicycles. Already they are receiving inquiries in large numbers from interested people. There is no doubt but what this enterprising company will make a strong success of the Chainless in the territory assigned them. The down-town representatives for the wheel now are Von Lengerke & Detmold, No. 8 Murray street, who were given the agency in place of Ira Perego & Co., assigned. Von Lengerke & Detmold, like the Bidwell-Tinkham Co., already report an active increase in business, since making this addition to the other high-grade wheels which they carry, viz., Lu-mi-nums, Warwicks and Kenwoods. That the Chainless is here to stay there can be no question. The day of

Perego's failure a BEARINGS man inquired if the League Cycle Co.'s reputed trouble was in any way to blame to which the reply was given, "No, indeed, if everything else had been in such demand as the Chainless, we would have been in as prosperous a condition as ever in our existence."

The business principle of the Herald Cycle Co., 114 Nassau street, can not be too strongly recommended. Their method is to buy up job lots of high-grade wheels at their own figures, practically, and then at a slight advance, sell them for cash. No installment business is done by them. Every purchaser is taught to ride gratis, in a roomy school for that purpose connected to the rear of the store and making a regular T of same. Manager Fred Herbert, formerly with the Raleigh company, is in charge of the business.

A. G. Spalding sailed for Europe last week. The trip is to be mainly one of pleasure, and he will be gone several weeks. Before going he expressed himself as thoroughly satisfied with the work of F. J. Titus, whom he thinks is truly a wonderful rider. W. B. Young has also won a warm place in the heart of A. G., by his admirable handling of Titus, who obeys Young's slightest wish. When a combination of good man, good trainer and good wheel, form themselves into one—well something is bound to come of it.

W. H. Webster, the manager of Hodgkins & Co., local agents for Union bicycles, clipped the George C. Smith expression of opinion in regard to the Union bicycle from a recent issue of THE BEARINGS, and pasted the same in the company's show window. During the day, and in fact, ever since, there has been from one to twenty persons continually reading it and commenting on the indisputable opinion of Smith, who must know whereof he speaks. Mr. Webster, who was for several years with A. G. Spalding & Bros., claims that numerous sales have been made through that one little note.

The wanderer has returned. He is with us again. "Ned" Oliver (no use calling him Edwin) has come back to the metropolis where he will look after the interests of Roger B. McMullen & Co., handlers of all kinds of parts, tubing, saddles, chains, fittings, forgings, etc. The local office will be at the corner of Duane street and Broadway, where Oliver will hold forth on the eleventh floor. The Columbia, Hartford, and Wizard tires are also being shown by him, and taken all in all this addition to the local trade should be hailed by all with delight.

George S. MacDonald, manager of the Raleigh Cycle Co., has been away on a much-needed trip of recreation for several days. In the Zimmerman Mfg. Co. MacDonald has a real, old-fashioned good thing, which, to be sure, has not materialized as yet, but which is bound to come.

Elliott Mason, of the Pope Mfg. Co., spent a week at Colonel Pope's summer home at Cohasset, recently, returning last Monday. The trip did him much good and brightened him up wonderfully. He has added the Framingham to the stock carried at the local store, 12 Warren street, and reports a most satisfactory beginning for the wheel, which is listed at \$100.

R. L. Coleman, of the Western Wheel Works, will sail from Europe on the Majestic, August 22. His trip abroad has been one beset with pleasant incidents, but, so he writes to E. J. Day, the local manager, "There's no place like America."

Colonel Pope's son, Albert, must find nothing but pleasure in this life. He is in the city for a few days now, having taken a short vacation from his yacht, which pastime is a favorite one of his.

In addition to Maggie Cline, the popular soubrette, Sidney Bowman, has as a customer—James J. Corbett, who frequently rents a wheel from Bowman for a few hours' ride through the park. If Corbett is fond of pugilism, one should hear him praise the sport of cycling. It was through him that "Jack" MacAuliffe learned to ride and now the latter prefers cycling to any line of athletics, not even excepting pugilism. In his approaching match with young Griffo, the Australian, "Jack" uses his Rambler regularly to train on. It is comical to hear MacAuliffe, Taral, Corbett, Griffo, Carroll and Garrison, when they gather at "Jimmy" Carroll's road house and hotel, on the boulevard leading to Coney Island. Each one relates the story of how he first learned to ride a wheel and all kinds of accents are in vogue, from "Gentleman Jim's" quiet manner down to that thick cockney of "Young Griffo."

The wonderful strength of the Simplicity 47 tire valve was recently demonstrated at the factory, in Passaic, N. J., where in the presence of the BEARINGS' correspondent, 400 pounds pressure was brought to bear, without an explosion or break of any kind. At that mark, the engineer was afraid to go any higher for fear of breaking the pump. If a tire will stand that—what fear is there of an explosion when but forty pounds pressure is in it. Repairers are reporting enormous applications to have tires of other makes, fitted with Simplicity 47 valves.

The Grand Rapids Cycle Co. have purchased a residence lot adjoining their present factory building and will promptly have the residence removed and erect a three-story and basement brick building, covering the entire ground. In this new building they will fit up very pleasant and convenient offices, and the building will be particularly used for an assembly room, shipping department, stock room, and japanning. This building will enable them to largely increase their product for 1895.

A new firm has gone into the cycle business at St. Louis—the Corfe & Duff Cycle Co. They are located at 107 N. Ewing avenue. The Syracuse is the wheel they will handle and they are equipped to do repairing.



## ENGLISH TRADE NOTES.

LONDON, August 11.—We have not heard much of pneumatic hubs since the shows, notwithstanding all the wonderful things they were going to do. I have never seen one on the road, and I quite thought that they were dead and buried until the other day, when I learned that the Doig Pneumatic Hub Co., Ltd., had been registered on July 27, with a capital of \$250,000, \$200,000 being in ordinary and \$50,000 in preference shares of \$5 each. The objects of the company are to purchase any patents, brevets d'invention, conferring a right to use any information relating to any invention; to enter into an agreement for the sole rights for the manufacture and sale of the "Doig" pneumatic hub, and other patents, and to carry on the business of cycle manufacturers, india rubber merchants, etc. The first directors are Wm. Doig, G. Williams, and G. A. Lawson. I tried this hub at the Inventors' section of the Stanley show, and am distinctly of opinion that it is of no practical utility, but it may be well if I append a detailed description: The "Doig" hub consists of a metal center, and an outer drum to hold the spokes, the two portions being kept apart by a pneumatic cushion, through the sides of which the driving power has to travel. Lateral stability is insured by a central flange inside of the drum of the hub, which works between two flanges on the central portion, the section looking exactly like that of a telescope.

I heard that a new gear, somewhat of the Boudard type, has been brought out by Sudworth & Co., of Nottingham. It has been submitted to experts from Humber & Co., who say that it is superior to anything of the kind which has yet been introduced. This may be so, as likewise it may not. I don't put much faith in wonderful gears; to my mind they savor too much of the perpetual motion craze. Two other gears are also to be put upon the market at an early date.

### Chase's Latest Ride

of 100 miles in 4:39:15, on the great North road is another tribute to the excellent qualities of the Coventry Machinists Co.'s Swift safety, and the performance of Smyth and Heck, who went through with him, on a Whitworth tandem, is a feather in the cap of the great Birmingham firm.

There seems to have been some misunderstanding as to the gear Shorland used in the Cuca race. As a matter of fact he never rode a machine with less than a sixty-eight inch gearing during any portion of the contest, and one of his machines was, I am told, geared to over seventy inches. Of course this, it must be remembered, was for track work, but even then the champions of low gears have not scored so much as was at first supposed.

The old question of the adoption of a universal pitch of thread for nuts and bolts is again to the fore, and it has been suggested that the cycle agents should take the matter up among themselves, decide on the pitch, and insist upon manufacturers adopting the same. It occurs to me that this is rather a high-handed proceeding, and I shall be very much surprised if anything tangible comes of it. At the same time there can be no doubt that a universal pitch of thread is greatly to be desired from a tourist's point of view, but I think the matter is one for the manufacturers, and not for the agents.

### The Latest Monstrosity

over here is a Giraffe pattern tandem safety. I should have thought that seeing what a commercial failure the high safety has been, and what a slow machine it is, no maker would have been foolish enough to construct a tandem on the same lines, more especially for speed purposes. I have not seen the new machine, but I imagine that the mounting will be somewhat difficult.

The returns of the export trade for the first half of the present year show a total increase of \$650,170 over that for the corresponding period of 1893, and an increase of \$1,155,245 over the first six months of 1892. In spite of this, however, there was an enormous contraction of the trade in June, as I have before stated, the figures for that month showing a decrease of \$42,355 as compared with the June of last year. Of course these figures include the value of the cycle parts exported as well as that of the finished machines.

Sponge handles seem to be coming into fashion and some of the latest are now constructed of unbleached sponge, which, although not looking so nice when new, is said to wear much better. Any way after a few weeks' use there is but little difference in the appearance of the two kinds.

I understand that a certain well-known firm is entering into an arrangement with a continental manufacturing house which will place it in a unique position so far as continental trading is concerned. Details are not yet available, but will no doubt be shortly made public.

WILL O' THE WISP.

## TEXAS TRADE NOTES.

The prospects for a large fall trade through Texas are good; in fact, they were never so good at this season of the year. Most of the dealers are anticipating a fine trade late in September and October, which may possibly extend over into November. This is notably the case in Waco, Dallas, and Fort Worth, and the central and northern portion of the state

will doubtless feel the good effects of one of the largest crops of cotton ever raised in Texas. It is beginning to come in already, and by September 15 better times are looked for. The demand for bicycles has been on a steady increase for the past two or three years, and as soon as times get easier, which the marketing of the cotton crop will be sure to bring about, the Texas cycle dealers expect a continuance of what has already been a pretty fair season.

Every one spoken to on the subject of

### The Chicago Cycle Show

was of the opinion that if there are any good effects resulting from a show in the east, one in the west is an absolute necessity. Only one representative of the Texas cycle trade, Mr. W. A. Parker, of Waco, has ever been able to visit the eastern shows, but in Chicago there will be at least twenty different dealers from Texas represented. Several people who were going to Denver to the national meet put off their trips on account of the Chicago show and will go there instead, as they did not feel able to make both trips.

John Treiller, of Dallas, one of the most prominent wheelmen in the state, who was until lately editor of the *Cyclist*, a paper devoted to the interests of the Texas trade, said, "I had intended to go to Denver to the national meet, and had made my preparations to take the trip, but when the Chicago show assumed such promising conditions, I decided to go to Chicago and I gave up my Denver trip." The Covey Bros. Cycle Co., of Dallas, one of the largest bicycle firms in the south, were very glad to see the interest shown in the Chicago show, as they expect to have a representative there. At Waco both Mr. Parker, of the Parker Cycle Co., and A. O. Woodworth, who are the largest dealers in the city, expressed their satisfaction at the certainty of a good show in Chicago, and both will be there. Mr. Fisher, another Waco dealer, also stated that if possible he would be on hand, and he was of the opinion that a cycle show in Chicago

would be of greater importance to the dealers in the south and west and be better attended than the promoters expected.

At Fort Worth, Mr. Wilson, of Wilson & Day, was in Denver, but Mr. Day spoke enthusiastically of the Chicago show, and stated that he would doubtless attend. There will be at least three dealers from Fort Worth represented.

The Chicago show comes in for as much discussion as the Denver meet, and there will be the largest delegation of southern dealers ever seen in Chicago, and all at one time without such a counter-attraction as the World's Fair to attract their attention, as was the case last year. All will go with the one idea in view—to see the latest and best in bicycles, and the manufacturers will be thrown into direct communication with a large number of new dealers whom it would be hard to reach otherwise. If a low rate of fare is secured the crowd will be a good one from the south, and Texas will contribute at least twenty or thirty dealers and those interested in the cycle trade.

### Dallas.

The cycle trade in Dallas is assuming quite interesting proportions. As stated in the last Dallas notes, there were too many firms interested in the cycle trade. There are less now and they

will doubtless grow "lesser" by January 1. The Covey Bros. Cycle Co. have bought out Treiller & McKee. This firm handled the Stearns, Sterling, and Western Wheel Works lines, but did very little business, and after about seven months of unprofitable effort, they sold out. This gives Covey Bros. Cycle Co. a better showing at the business, as they get one of the best equipped repair shops in the south. They have moved into larger quarters. Covey brothers have had a big run on Ramblers the past season and report that their trade on this wheel continues. They are making preparations for a big fall trade.

Chas. Ott, who handles the Victor, Eagle and Ben-Hur wheels, has had a fair trade, but nothing to compare with the trade he had in '93 under the management of Mr. Treiller. The new firm of Treiller & Entekin, of which John Treiller, the former editor of the *Texas Cyclist*, is the senior partner, have been handling Andrae, Cleveland, and Crawford wheels, having good success with Andraes. The firm has only been in existence a short time, but have already become a factor in the Dallas trade.

Fred Lake, who was the proprietor of the Dallas Wheel Co., has also closed out the bicycle feature of his business, and it is understood that Trieller & Entekin will handle the wheels for which the Dallas Wheel Co. had the agency.

The Texas Implement Co., agents for the Ariel and Lu-mi-num wheels have done very little, hardly worth mentioning, and it is doubtful whether they will continue handling wheels in '95.

The Dallas riding school, of which Messrs. Slicer & Reynolds were proprietors, has dissolved, I understand. It now transpires that Reynolds was to furnish the money and Slicer the experience. Anyhow Reynolds put up a little money. When I sent in the last Dallas notes, Mr. Slicer was in Chicago, Peoria, or somewhere up in that country, laying in a supply of wheels. If some of the parties who entertained this gentleman could hear his description of how they "chased him" to sell him wheels, perhaps they would not feel complimented. Anyhow Mr. Slicer came back to Dallas





and soon about eight or ten wheels appeared, among which were some Derbys and Thistles. These wheels readily brought from \$65 to \$85 on the Dallas market, and for cash. A National, it is said, brought \$80. He now has the Tribune for his leader. In the meantime the firm of Slicer & Reynolds has dissolved, and now Mr. Reynolds has a job lot of experience in the bicycle trade that he might part with it cheap, although it came high to him and Slicer is still flourishing.

#### Fort Worth.

W. B. Tackaberry, the racing man who has the Stearns agency in Fort Worth is gradually bringing the Yellow Fellow into popularity and when Tuttle makes his Texas trip he will doubtless find that the money spent in Texas by the Stearns company has had a good effect.

At Denison, Luther Andrus, one of the oldest and best known cyclists in Texas, has the only store where wheels are sold. Mr. Andrus was from the beginning one of the strongest Victor advocates in Texas, but this season he has been handling Columbias as well, and now he has the big three, having lately added the Rambler to his line. Andrus is a jolly good fellow and his wife was one of the first lady riders in the south.

#### Waco.

There are three dealers in Waco who handle bicycles exclusively, viz.: Parker, Woodworth, and Fisher. The Parker Cycle Co. are agents for the Union and Sterling, also Western Wheel Works wheels. Mr. Parker has been for years the leading racing man in the state, occupying the enviable position of a Zimmerman, but the last year or so Mr. Parker has devoted the major portion of his time to his store in Waco and has not had the opportunity to train. Without the management of a store to worry him and with the proper training facilities, he would easily attain the same position as of yore, and this is just what he is contemplating doing. The local cycle trade is quite nicely divided between the Parker Cycle Co. and A. O. Woodworth, the latter handling Ramblers exclusively. Woodworth has doubtless had the largest sale on Ramblers of any agency in the south, west of the Mississippi River. Mr. Fisher handles the Victor and those wheels for which the F. H. Collins Co., of Fort Worth, are agents, and seems to be well satisfied with his '94 business, Fisher also does some renting business, but possibly the largest renting business in Texas is done by Woodworth. His rent account for the month of July footed up something over three hundred dollars, quite a profitable feature of his business, and one which I am sorry to find is not always looked after as it should be by the southern dealers. There are twelve months in the year when a renting business can be conducted in the south and this profitable feature of a cycle business is frequently entirely neglected.

The gentleman who looks after the western business of the Stearns company, and who has been frequently referred to as a "flash light," doubtless on account of his beautiful auburn locks, is, I understand, to be sent on a southern circuit, and will constitute for the time being a "searchlight." F. Howard Tuttle, who parts his name and hair in the same place—in the middle—ere this appears in print, will be in Texas in search of business for the Yellow Fellow. If we remember correctly it won't be his first visit. Did he once figure in the early Texas history as a cowboy or are we dreaming? At any rate he is a jolly good fellow, and we gladly welcome him and hope the trade will be partial to his silvery tongued praises of "the way to do it." Billy Perrett and "Tut" once did the square thing in Chicago entertaining "El Sud" and we southerners don't forget those royal good times, and either of those gentlemen can borrow our sombrero, broncho, eat our tomatoes or we will take them to see our girl. "EL SUD."

#### TRADE CHANGES.

WASHINGTON, D. C.—The Central Cycle Co., Buckingham & McCormick, proprietors, have opened new store at 413 Twelfth street, and are agents for the Tribune and Cleveland bicycles.

PORT HURON, MICH.—Yokum & Bachus, bicycles and electrical goods, reported chattel mortgage for \$813.

WASHINGTON, D. C.—The Washington Flyer Cycle Co. has succeeded the original Washington Cycle Co., as there is another concern recently opened up in this city under the same name. The firm consists of Eli Darlow and Harry E. Baden. Their place of business is at 427 and 429 Eleventh street, N. W. They manufacture the Washington Flyer, a high-priced wheel, and are about to put on the market a new wheel. They also invite correspondence with bicycle manufacturers, looking to their representing them in Washington.

COLUMBUS, MISS.—J. C. Broyles has opened new hardware store, and is carrying a line of sporting goods, bicycles, bicycle supplies, etc., and is conducting a repair shop, where shells are loaded, and where bicycles are repaired.

LEWISBURG, KAS.—H. A. Williams, hardware, sporting goods, etc., has removed to Sylvan Springs, Ark., where he invites correspondence with bicycle manufacturers, looking to accepting the agency for a good bicycle.

NEW YORK, N. Y.—Coe Mfg. Co. recently put on the market a combined wrench and screw-driver for bicycle riders, made from one-half inch steel, nickel plate, adapted to either square or hexagonal nuts, in the sizes from one-fourth to three-fourth inches.

BOSTON, MASS.—It is announced that all the rubber manufactories, controlled by the rubber trust, will shut down on September 1 for two weeks or a month.

TOLEDO, OHIO.—Snell Cycle Fittings Co. will resume operations in a few days, with almost twice as many men on their force as they had before they shut down. Several large brick buildings have recently been added to the already large plant at a cost of \$1,000. New machinery and boilers are being put in. The present force of men is 325, and 600 men are to be employed when the works resume.

BROOKLYN, N. Y.—Bensinger, McDonald & Bowdish, retail bicycles at 1311 Bedford avenue, gone out of business. This firm did a large repair business under the direction of C. W. Ladd, who has rented the store adjoining the old stand, where he will make a specialty of all kinds of bicycle repairing, and will probably take the agency of some good wheel.

NEW HAVEN, CONN.—Charles H. Hilton, bicycles, reported to have made an assignment.

POUGHKEEPSIE, N. Y.—Herman Vonderlin, it is announced, is to establish a bicycle factory.

TOLEDO, OHIO.—The Snell Cycle Fittings Co., filed articles increasing capital stock from \$100,000 to \$150,000.

ALLEGHENY, PA.—The Union Chain Works, incorporated by Paul H. Hacke, Pittsburgh W. S. Prugh, W. C. Reiter. Capital stock \$25,000.

HUNTSVILLE, TENN.—John Cordell & Co., hardware and bicycles, succeeded by E. S. Cordell.

WHEELING, W. VA.—Greer & Long, hardware, bicycles, etc., William Cruiksars, member of the firm deceased.

BRUNSWICK, GA.—Stubbs Greer Hardware Co., hardware, bicycles, fire-arms, etc. sold out stock in trade to L. D. Hoyt & Co.

#### LOUISVILLE TRADE.

LOUISVILLE, KY., August 20.—For a second time within sixty days, G. M. Allison & Co., agents for the Columbia in this city, were the victims of a fire. Just as the city hall clock was striking 12 Saturday night, a night watchman discovered a fire in the store and turned in an alarm. When the store was broken open, the hardwood ceiling between the first and second floors was in a blaze. The flames were put out in a very few minutes, but a hole six feet by ten was burned through it and the floor above. The loss on the building can be repaired for about one hundred dollars, while \$250 will cover the loss to the Allison. The fire was in the rear portion of the store over the repair shop, which was well soaked with water, but no other damage was done on that floor; the second floor suffered the most and will require new plastering and an entirely new floor. Everything was cleaned up immediately and the store was opened for business on Monday morning as usual. The origin of the fire is unknown as the store was closed at 9 o'clock. It can only be attributed to spontaneous combustion or from the electric light wires.

Louisville is going through the same experience that every other city goes through when every one thinks that there is more money in the bicycle business than in any other business—that of price cutting. Only one dealer will acknowledge that he cuts prices, but justifies himself by saying that if he does not cut that he will not get any business. He quotes many parties who bought other wheels even after he had offered as much as 15 per cent discount on a \$125 wheel and they told him that they had gotten better prices on the wheels they were riding. In two instances, they offered their wheels at \$100 and were told that one other house did better.

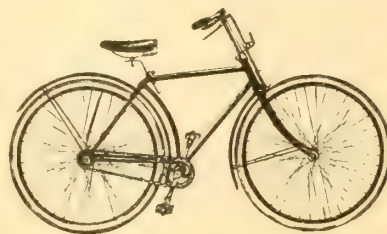
A visit to the other houses mentioned by the truthful dealer, and stating what was told, met with the answer that they were upholding prices themselves, but that Jones, Brown, and somebody else were cutting prices. And so it goes.

A furniture house is also to blame for the demoralization soon to come. They are handling a medium-grade wheel at a high-grade price and selling them at \$5 cash and \$2 per month. The result is that they are selling almost exclusively to colored people, whose antics are causing a great deal of opposition to the sport. They will take any kind of a second-hand wheel in exchange, allowing far more than it is worth, just to beat some legitimate dealer out of a trade. The second hand wheel is sold at \$2 cash and 50 cents per week.

Bachman, Smith & Co., 543 Third street, are the latest comers in the field. They will pay a great deal of attention to repairing but will also handle new wheels and are open to correspondence with manufacturers not represented in Louisville. They have a good location and the members of the firm are old and experienced wheelmen and should do a good business.

The Louisville Cycle Livery Co., 619 Fifth street, is composed of old wheelmen and experienced repair men. Their business will be devoted to renting and repairing exclusively.

One of the largest firms in the city, Jefferis Bros., will experience a change in the partnership shortly. Thomas E. Jefferis has announced his determination of retiring from the firm and returning to his old home in Delaware. "Tom" is one of the best known cycle dealers in the city and will be missed very much by his many friends, the number of whom could not be counted. It is not yet determined whether his brother, Howard W., will continue the business alone or will take in a new partner.



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	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 28-inch Rob Roy, No. 3	70.	35
'93 26-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	60
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	75

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Vol X

No 5

# THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, AUGUST 31, 1894.

## ZIMMERMAN'S FALL.

It Looks as if There Was a Plot to Throw Him in the Five-mile Race at Herne Hill.

LONDON, August 11.—As the London Referee has said, "After a tremendous flourish of trumpets the professional bicycle meeting took place this afternoon at Herne Hill in the presence of about eight thousand people." And Zimmerman, the mighty, went down in a smash in the five-mile race—his first fall this season. "The same old leg" and the "same old elbow," which have met accidents several times before, were scraped and cut and Jersey's blood flowed upon the "balmoral" grid-ironed surface of the famous cycle track. It was where Zim fell two years ago, when Verheyen, of Frankfurt-am-Main, went down with him. Today Verheyen was in the race and again the American and German flyers went into a heap together. Zimmerman's injuries are not thought to be serious, but Verheyen is confined to his bed, with little chance of riding again this year. Before meeting with the accident Zimmerman won the quarter-mile competition, going the distance from a standing start in :30 $\frac{1}{2}$ , which is English record. The English papers call it world's record, but of course Zimmerman and Tyler have done better than that in America. Zimmerman was very kindly complimented by many of the officials and spectators who have become accustomed to expect a

### Competition Record of Some Kind

every time he rides. It is significant that Zimmerman, with one exception, never rode at a race meet in France, either as a professional or as an amateur, without breaking a record, and this year with two appearances he has broken two records in England.

The quarter-mile competition came first of the two professional events on the programme, aside from the tandem race. Zimmerman was first to go and with a good start down the banking, he made progress from the beginning. When the time of :30 $\frac{1}{2}$  was announced there was considerable commotion and the "champion of all the champions" was loudly cheered. There was any amount of speculation as to who would come near Zim's figures. Harris was not expected to do so, nor James, nor Wheeler, nor Edwards. Schofield might and Banker was expected to come within a fraction or two. For that reason, perhaps, Banker was put at the last of the list, while Zimmerman was placed first. Schofield proved the best second-rater to Zimmerman, and he bobbed his brown head of hair around to the tune of :31 $\frac{1}{2}$ , while Banker came third with :32 $\frac{1}{2}$ . The results are as follows:

NAME.	PLACE.	TIME.	NAME.	PLACE.	TIME.
A. A. Zimmerman	America	:30 $\frac{1}{2}$	Louvet	France	:32 $\frac{1}{2}$
F. C. Schofield	England	:31 $\frac{1}{2}$	A. W. Harris	England	:32 $\frac{1}{2}$
G. A. Banker	America	:32 $\frac{1}{2}$	Max	Austria	:32 $\frac{1}{2}$
Verheyen	Germany	:32 $\frac{1}{2}$	Relph	England	:33 $\frac{1}{2}$
A. C. Edwards	England	:32 $\frac{1}{2}$	Hewson	France	:33 $\frac{1}{2}$
Tom James	Wales	:32 $\frac{1}{2}$	Herbert	England	:33 $\frac{1}{2}$
H. C. Wheeler	America	:32 $\frac{1}{2}$	Curling	England	:36 $\frac{1}{2}$

### The Five-Mile International

brought out the talent from six nations, with probably the best representatives from the respective countries. Max, the Austrian, however, did not start. The field was composed of Zimmerman, Wheeler, and Banker from America, Edwards, Harris, Relph, and Herbert, of England, James, of Wales,

Louvet, and Hewson, of France and Verheyen, of Germany. After the usual photograph was taken Starter Britten's pistol cracked and the race was on. Harris led the first mile and made it 2:25. It was considered rather queer work for a man who might be expected to have a chance of winning. Herbert, Wheeler, and Zimmerman followed in order. Edwards came up and made pace for a lap and then Verheyen did his share. Twice afterward Harris came to the front and "cut it," evidently looking for some one to help him in the trick, either of getting away or worrying Zimmerman by irregular sprints. Wheeler was close by Zimmerman fighting for position and Banker rode in the rear all the way. At the bell lap Harris was again leading, with Wheeler and Zimmerman following close. Going down the backstretch, just at the time when everybody was getting ready for the final sprint, James came forward on the outside and cut obliquely across the track in front of Zimmerman. Edwards had crowded closer on the inside than he had license to do and Zimmerman was completely penned in. His front wheel collided with James' rear wheel and

### A Fall Was Inevitable.

Verheyen was traveling immediately in the wake of Zimmerman, and he could not avoid the crash. He went directly over Zimmerman, and brought up in a jumble, with his head through a wire fence. Verheyen was too badly hurt to speak or try to rise, and he was carried away unconscious. At present it seems that Verheyen was hurt worse than Zimmerman.

More people looked upon the scene of the accident than viewed the finish, and many had to ask, "Who won the race?" Edwards proved the lucky man, and he said afterward that, not knowing Zimmerman had fallen, he was never more surprised in his life that nobody overhauled him and smiled at him going across the tape.

Wheeler became rattled at Zim's fall and lost ground. He came within about a foot of

beating Edwards. Louvet was third, defeating Banker fourth. The others "also ran." Indignation at James' foul riding ran high, and the race committee immediately began a discussion as to the advisability of revoking his license. The whole proceedings connected with the race were clothed in mystery, and nobody claims to know how the men, were riding with respect to the various chances. Some thought that Harris, James, Edwards, and Banker were

### In Collusion to Beat Zim,

not charging, however, that they meant to throw him on the track, and others were of the opinion that Harris and James were the ones responsible for the show of deviltry that pervaded the situation. The proceedings from first to last were such as to convince the spectators that there was some queer work going on, and the only redeeming feature lay in the very evident fact that the race was "for blood." For some time there has been a brewing of discontent among the riders who think Zimmerman is getting the lion's share of the money, and it was hinted in Birmingham that there was going to be a revolt or strike at Herne Hill. Harris was rebellious because he was refused "star" money by the same association in Paris (the races at Herne Hill were run by the Buffalo Cycling Club of Paris) and the others were feeling the same way.

James is held now as the culprit, without charging him with having purposely brought Zimmerman down. It is sufficient even to say that he was very careless, and to apply the term of carelessness to James' style of





riding is putting it mildly. He has acquired the name of being a reckless rider, with not an over-abundance of care for the necks of his competitors. Banker and James were formerly great friends, but since being disqualified upon James' protest at Birmingham, and after failing to secure his coveted second place to Zim's first, Banker is anxious that James be ousted.

Harris, Edwards, James, and Banker do not waste love on one another, hence could hardly be credited collectively with having

#### Conspired Against Zimmerman.

Edwards stands well in Zimmerman's estimation, and is considered above "little" business. Harris is enigmatical, and certainly no great confidence is reposed in him by the American contingent. Zimmerman declines to think for one moment that Harris, or even James, would make a deliberate attempt to throw him on the track, but he gives notice now that "he'll fight a duel" with the next man who, either carelessly, recklessly, or purposely brings him down in a race. "He will have to lick me after the race is over," says Zim.

The daily papers announce Zim's English record performance of :30<sup>1</sup>/<sub>2</sub> as world's record, and it was spoken of at the track as world's record. At present writing it is very difficult to settle the much-discussed question of who is entitled to second place while Zimmerman is capturing all the firsts. Wheeler held that position indisputably in France, but since coming to England he has slowed down a bit.

#### His Foolish 6 Hours' Pacing

on a tandem in the Cuca Cocoa cup race has cost him an amount of speed which he may not regain for several weeks. Harris or Edwards is perhaps riding as fast as Wheeler now, although there seems little doubt but that Wheeler can defeat either when he is fit. Banker has, during the last three race meets, ridden the best he ever did, although he failed of his own, and the spectators' expectations in not running Edwards and Wheeler closer than fourth in the five-mile race at Herne Hill. Warfare is being continually waged for second place, it being conceded that Zimmerman will get first, and Fidus Achates Wheeler must look sharp or he will lose the honor of being the closest competitor of his bosom friend. There is a decided difference between the respective styles of giving race meets in England and in France. There is less of the "delicate touch"—of the exactness and of the polish in England than is attached to race meets in France. Equipments are far more crude and primitive than those found at either the Paris or the Bordeaux tracks, and of course the French cement tracks are admittedly faster than those of various materials and compositions that are to be found in England.

#### A Sample of the Existing Difference

may perhaps be appreciated in the fact that for the last lap at Herne Hill a man rings a big hand bell, which may be close at hand or hard to find, while in Paris the *membre du jury* presses a button and sounds an electric bell. At Herne Hill the riders are advised how far they have gone or how far they have to go by being shouted at by the judge or umpire, while in Paris a boy who is intrusted with no other duty attends to a target, or signal post, on which the number of laps yet to go are displayed in large figures.

Of course Herne Hill beats most American tracks, but it is considerably behind French tracks. In England they have plenty of sport at the race meets, but in France, besides the sport, they have society and enjoyment. Fashion comes to the races in Paris, but only those patriotically interested in sport attend the races in England. It is something of a question where the more credit is due—whether to the rough and ready sportsmen at Birmingham who could

#### "Blow a Shillin'"

for the privilege of standing all afternoon in the rain, or to the French people who visit Buffalo track, many of whom perhaps come as much to have a pleasant promenade and enjoy an afternoon's conversation as to watch the finish of the races. Certain it is that Birmingham is entitled to the name of having the fortitude, if Paris has the good clothes, for in Birmingham it rained all the time and in Paris the showers only fall between races. In Birmingham Puggsy, the puddler, tosses his apron in a corner of the furnace-room and goes thus to the race track, but in Paris the lovely Guidenette passes the entire forenoon primping in her boudoir and drives to the course in a rubber-tired victoria with "two men up."

John Backus, Esq., has lost his job. As ebony factotum, coachman, footman, and axle-greaser to Monsieur Watson, of the Dunlop company, he was of comet-like duration. John was too much. Monsieur Watson couldn't handle such an order at one time. The dark secret of Schwalbach fame proved too expensive a luxury, even for Monsieur Watson, who is a thoroughbred and an aristocrat, if there ever was one. The trouble came from this, and it was sudden: "Backus drove down-town with the \$3,000 pneumatic phaeton and got mixed up in society in the boulevard. He ran over a cyclist and smashed the bicycle into a mass of tin knots. A policeman came and whistled for ten more. Backus whipped up and tried to get away, but charged into a private carriage. The carriage was jammed up, the Watson horse fell down, shafts were broken, the street became a howling show, and Backus was arrested. When Watson came back (he was in Spain at the time of the trouble), he said, "I guess that will do," and now John Dark Secret Backus is shorn of his buttons and his boots, and is looking around for other green pastures.

J. M. ERWIN.

#### ZIM'S PHENOMENAL MILE.

A cable dispatch from Paris furnished a great surprise to the cycling world last Wednesday. It stated that Zimmerman, our great Arthur Augustus, had ridden a mile in 1:57<sup>1</sup>/<sub>2</sub>. The cable read:

"PARIS, August 28.—Zimmerman today rode the greatest race he had ridden since turning professional, if not the greatest of his career. He made a mile in 1:57<sup>1</sup>/<sub>2</sub>, which is by far the best mile ever ridden on European soil. A great crowd saw the performance, and there was immense enthusiasm, the American being carried away on the shoulders of the spectators. It was Zimmerman's first race since his recent injury in Birmingham."

Whether this mile was ridden in a race is not clear. Any one at all familiar with racing would imagine that the time had been made against the watch. If Zim rode the mile in competition, it is something miraculous, but we are inclined to think that it was only a record-breaking attempt. At any rate it is European record.

#### SANGER'S RECORD BROKEN.

CLEVELAND, OHIO, August 26.—The tournament given by the Newburg Athletic Club on Saturday last was a gratifying success to its promoters. The attendance was large, the half-mile track was perfect and one was kept busy keeping track of new records established. One of the greatest surprises was the remarkable time made in the novice race. In the first heat H. B. Johnston crossed the tape in unusually fast time, for a novice, of 2:28. The heat was closely contested by G. Harrington, C. Proudfoot, T. Reilly and G. F. Bender, all of whom qualified for the final. The second heat was made in 2:33<sup>1</sup>/<sub>2</sub>, F. W. Braggins winning and T. Dugan, E. M. Raymond, W. A. Bramley and R. W. Engle qualifying. It was in the final that the fastest time was made, Johnston and Braggins alternating in setting a hot pace, but on the stretch Engle spurred by the pair and crossed the tape in 2:26<sup>1</sup>/<sub>2</sub>, the fastest novice time ever made in Cleveland.

The Cleveland World cup was won by an outsider, J. P. Shimp, of Canton, being now its possessor. Frank J. Tarr clipped a generous slice off his world's half mile record for boys under sixteen. The little fellow was just fourteen years and three months old Saturday, and paced by Trappe and Braggins, he made a standing start half in 1:09<sup>1</sup>/<sub>2</sub>. Young Tarr has done considerable record clipping this year, having lowered the mark first from 1:16<sup>1</sup>/<sub>2</sub> to 1:15 and then to 1:13<sup>1</sup>/<sub>2</sub>, in competition.

The event of the day, however, was the ten-mile open which started with a field of fifteen. By the time the fourth mile had been reeled off the old marks began to disappear from the register and new records to take their places. By this time one half of the original field had dropped out and the race had narrowed down to a splendid contest between Patterson, Bernhardt, Mayo, Emerich, Williams, and Baker. At the fourth mile Mayo was in the lead; at the fifth he still held the place, crossing the tape in 12:14<sup>3</sup>/<sub>4</sub>, reducing the world's record from 12:28<sup>1</sup>/<sub>2</sub>. From there on there was a constant smashing of records, Mayo alternating with Patterson in the clipping process. Patterson took the sixth and seventh; Mayo the eighth and ninth, and on the tenth it was a terrific finish between these two and Bernhardt. Patterson had the call, however, and crossed the tape in 24:44<sup>1</sup>/<sub>2</sub>, reducing the world's record 47<sup>1</sup>/<sub>2</sub> seconds. The time for the different miles after the fourth with a comparison with the best previous records is given herewith. The first mile was made in 2:22<sup>1</sup>/<sub>2</sub>.

DISTANCE.	OLD RECORD.	NEW RECORD.
5 miles	12:28 <sup>1</sup> / <sub>2</sub>	12:14 <sup>3</sup> / <sub>4</sub>
6 miles	15:15 <sup>1</sup> / <sub>2</sub>	14:45 <sup>3</sup> / <sub>4</sub>
7 miles	17:43 <sup>3</sup> / <sub>4</sub>	17:10 <sup>3</sup> / <sub>4</sub>
8 miles	20:24 <sup>1</sup> / <sub>2</sub>	19:40
9 miles	25:52 <sup>1</sup> / <sub>2</sub>	22:20 <sup>1</sup> / <sub>2</sub>
10 miles	25:32	24:44 <sup>1</sup> / <sub>2</sub>

In the second heat of the one-mile handicap, Williams, of Erie, rode from scratch in 2:16, but failed to qualify. During the afternoon C. C. Van Tine tried for the half-mile state record, flying start, with pacemakers, but succeeded in making only 1:01 against a record of :59<sup>1</sup>/<sub>2</sub>.

#### Summaries:

One-mile novice.—R. W. Engle, Oberlin, first; W. Braggins, second; F. C. Reilly, third. Time, 2:26<sup>1</sup>/<sub>2</sub>.

Quarter-mile open.—C. C. Van Tine, Findlay, first; F. L. Trappe, second; O. P. Bernhardt, Toledo. Time, :31<sup>1</sup>/<sub>2</sub>.

One-mile handicap, final heat.—C. W. Calhoun, 120 yards, first; T. C. Booth, 130 yards, second; A. Aule, Jr., 130 yards, third; G. F. White, 140 yards, fourth. Time, 2:12<sup>1</sup>/<sub>2</sub>.

Half-mile open.—O. P. Bernhardt, Toledo, first; C. C. Van Tine, Findlay, second; Percy Patterson, Detroit, third. Time, 1:10<sup>1</sup>/<sub>2</sub>.

One-mile, 2:35 class.—P. W. Klinger, Greenville, first; L. C. Dorn, C. W. C., second; A. L. Baker, Columbus, third. Time, 2:40<sup>1</sup>/<sub>2</sub>.

Five-mile handicap.—W. C. Emerich, Collinwood, 340 yards, first; L. C. Dorn, C. W. C., 340 yards, second; Jno. P. Shimp, Canton, 480 yards, third. Time, 12:11<sup>3</sup>/<sub>4</sub>.

One-mile handicap, World cup.—J. P. Shimp, Canton, 100 yards, first; P. T. Gilbert, 120 yards, second; F. W. Braggins, 110 yards, third. Time, 2:15.

Ten-mile open.—Percy Patterson, Detroit, first; O. P. Bernhardt, Toledo, second; Otto Mayo, Erie, third; A. L. Baker, Columbus, fourth; C. F. Williams, Erie, fifth. Time, 24:44<sup>1</sup>/<sub>2</sub>. The pacemaking in this race was done by Frank L. Trappe, L. C. Dorn, Tom C. Booth, C. W. Calhoun, Gus Von den Stinen and P. T. Gilbert, of Cleveland, and Chas. E. Tudor, of Cincinnati, alternating each half mile.

Arrangements for an ovation for the members of the Lakeside club's racing team are being perfected by appreciative members. Art Brown and Lutie Johnson will be home the present week, and Bob Goetz and Ernie Johnson are already here. The plan as outlined is a tallyho ride of club members through the parks, and a grand reception at the clubhouse. Cabanne will be on hand also, and possibly Titus.



## ST. LOUIS' TREAT.

**The Missouri Town Sees the Cracks—Some Really Fine Racing—State Records Broken.**

ST. LOUIS, August 25.—The entire St. Louis tournament was a huge surprise party. Rain yesterday prevented the races of the Pastime Athletic Club meet and the Associated Cycling Club's sponsors of today's meet, looked for nothing better. It rained all this morning and rained hard. The races had been advertised, rain or shine, and when the weather cleared a little at noon, the crowds started for the track. At 3 o'clock, when the races were called, the attendance was not one less than five thousand. Eight excellent races were put up and two state records and one track record were broken. The prizes were at the track and each prize winner carried his back to his tent after the finish of the race. The rain had not affected the third-mile track, which was in excellent shape. Just what the material is was not ascertained, but with a little added banking at the first turn, the P. A. C. will have one of the finest and fastest tracks in the country.

L. W. Conkling started today's races in his usual good style.

### The Records Broken

were the two-mile competitive state record by E. E. Anderson from scratch in the A handicap, Anderson winning in 4:53½. The former figure was 5:00, by L. D. Cabanne. The latter rider lowered the state half-mile record from 1:02½ to the minute flat. Cabanne was enthusiastically received by the St. Louis public whenever he appeared on the track and when in his record trial, he came within a hair of going over the bank on the second turn, there was a cry of horror. Charley Murphy and A. I. Brown, on a tandem, paced "Cabbie." The tandem took the turn very wide and the record breaker being on the outside was forced up the bank and at the outer edge, ran up on the narrow board rail, swayed backward and forward and dropped back into his place all right. In the mile open Johnson rode in 2:17, winning the contest 8 seconds under the time limit and breaking the track record. This race was

### Another Clever Win

for Johnson, who has adopted new tactics and now stays well to the rear and with a long third-mile sprint, passes the field as if it was standing still and with the lead gained, wins the race.

Dr. A. I. Brown was awarded the special prize, an Eagle bicycle, for the most meritorious performance in Class B events. The judges and Chief Consul Holm awarded Brown the prize for his fine ride in the five-mile handicap in which he was second from 225 yards. With a fair amount of headwork, Brown should have won this contest. He made the long run to catch the field, and then settled down in the rear of the bunch and remained there too long, one of the long-mark men having "something up his sleeve," and Brown being too far back to intercept that something.

Kennedy pluckily rode a race out today and took second to MacDonald. One of the rear axle nuts of Kennedy's machine had been removed and shortly after he started his

### Rear Wheel Began to Wobble.

MacDonald, who was riding with Kennedy, at once went to the front, and pluckily pulled the cripple into second place.

First prizes in all B events were bicycles, and second prizes \$60 diamond rings. All the prizes were good and up to value.

The trouble between the Pastime Athletic Club and the Associated Cycling Clubs was amicably settled when the former refused the latter the use of the track unless the Associated Cycling Clubs removed all objections to the Pastimes securing a sanction for August 24, the day previous to the A. C. C. meet. The latter wanted to give but the one day's meet, and it applied for a sanction for the day previous, making it a two days' meet. The Pastimes owned the track, and the Associated clubs objected to their sanction. The natural result followed and the matter was adjusted. This was too late. Rain yesterday (happily for both parties concerned) prevented the Pastime meeting, and the races were postponed until next Saturday, when it is needless to hope for the attendance of the cracks who will then be in the effete east.

### The Races.

Five of the eleven starters fell in one bunch in the novice race today and one more fell after that. J. Goode Cabanne, brother of the member of the Cleveland team, showed some of the same blood. When Hellmich came up and almost nipped him, young Cabanne sprinted again and won by a half length.

But seven riders started in the two-mile handicap. Of these MacDonald, at 35 yards, had the entire field to catch. Kennedy had 55, Grath (95), and W. F. Murphy (100), changed off pace and soon had the leaders, J. W. Coburn (190), C. L. Ellers (200), and R. J. Leacock (225). MacDonald and Kennedy changed pace and at a half mile from home were in the bunch. MacDonald at once pressed to the front and Kennedy was buried in the bunch. MacDonald led the sprint, the field scattered sufficiently and Kennedy was successful in gaining Mac's rear wheel, to which he clung until the tape was crossed, "Mother" Murphy running a close third just ahead of Grath. This was the race in which Kennedy rode with the nut off his rear wheel. Charley Murphy took the pace from Bald at the start of the third-mile open. Murphy started at a winning clip. Doctor Brown hung back and on the backstretch went up past the field, leading by several lengths as the men rounded into the stretch. Bald passed Murphy and went after Brown. Sanger was too far back and too

slow to get under motion to do much when Brown flew by and Brown, Bald and Charley Murphy beat him in :43%.

Brown is a gamy rider. When once he enters the stretch in the lead a whirlwind only can catch him. Brown and Johnson

### Captured the Scratch Events

today by the same tactics, and hereafter the men will have to possess eyes behind and before, the danger of late lurking in the rear.

Two heats were necessary to sift down the twenty-four starters in the two-mile handicap, Class A. Louis Coburn, 100 yards, won the first, and William Coburn, 45 yards, the second. But both (like Lot's wife) made the fatal error of looking back, and were disqualified. In the first heat of this race P. W. Klinger, of Toledo, the scratch man, failed to qualify, and in the second, Anderson, of Roodhouse, the scratch man, simply pumped all his vitality away in trying to gain the lead on the last lap. Anderson was going up on the last lap when he "cracked," and although he died gamely, the field passed him. Bert Harding, the virtual scratch man at 30 yards, in the final started a long third-mile sprint, and had a long lead the last lap. Harding had overestimated his strength, and J. J. Howard, a St. Louis boy, nipped him prettily just ten yards from home.

Anderson did not crack in the two-mile handicap until a hundred yards from home. He was in the lead at this point when William Coburn shot up and across his front so violently as to run square up on the inside board of the track. While Coburn wavered on his narrow ledge Anderson went ahead and won. William, Louis, and Tom, the three Coburn brothers, were second, third, and fourth. Anderson's time, 4:53½, is a new state record.

The race of the day was the mile open, and John S. Johnson won that in a clever way. There were \$60 diamonds for each of the first two laps. At the pistol crack Goehler, Bald, Brown, Sanger, Kennedy, Dodson, John S. Johnson, and Murphy fell into single file in the order named. Goehler had his eye on that first diamond, but Bald, his team mate, ran up and took it with little trouble. Kennedy guarded Sanger's rear throughout, and Charley Murphy performed the same office for Johnson. Sanger with his consort went after the second diamond, and Bald, then in the lead, tacked on. The three easily gained a lead of twenty-five yards, but did not know it, else the story might have been differently told. The field was scattered as the last lap was started, and Johnson had fallen away back. At the bell he got down and dug, and up the backstretch closed in on the leaders, taking the lead of twenty yards, with a whirlwind rush.

### Sanger Jumped, but too Late,

as Johnson passed, and bore away. Sanger tried, and then set up on the straight, Brown passing Kennedy and Sanger, and Kennedy passing Sanger also. Murphy followed Johnson closely. The time was 2:17, a good mile without pacemakers.

Charley Murphy, 40 yards, and L. D. Cabanne, 145 yards, gave up the attempt to catch the middle men in the five-mile handicap, and Dodson (175), W. F. Murphy, (160), and Brown (225), made a long hard fight to overtake Leacock (450), Coburn (350), and Ellers (400). This they finally did in the last mile when all loafed. Brown was too firmly cemented in the bunch to break loose when Coburn started for home. Brown came around the outside, and fiercely battling for the supremacy, just squeezed by Dodson, and into second place.

### Summaries:

Two-mile handicap, Class B.—Raymond MacDonald, 35 yards, first; A. D. Kennedy, 55 yards, second; W. F. Murphy, 100 yards, third; E. A. Grath, St. Louis, 95 yards, fourth. Time, 5:00½.

One-mile handicap, Class A, final heat.—J. J. Howard, St. Louis, 55 yards, first; A. G. Harding, St. Louis, 30 yards, second; H. W. Upmeyer, 60 yards, third; Tom Coburn, St. Louis, 95 yards, fourth. Time, 2:25.

Third-mile open, Class B.—A. I. Brown, first; E. C. Bald, second; C. M. Murphy, third; W. C. Sanger, fourth; A. B. Goehler, fifth. Time, :44%.

Two-mile handicap, Class A, final heat.—E. E. Anderson, scratch, first; Wm. Coburn, 90 yards, second; Louis Coburn, 200 yards, third; Tom Coburn, 190 yards, fourth. Time, 4:53.

One-mile open, Class B.—J. S. Johnson, first; C. M. Murphy, second; A. I. Brown, third; A. D. Kennedy, fourth; W. C. Sanger, fifth. Time, 2:17.

Five-mile handicap, Class B.—J. W. Coburn, 350 yards, first; H. L. Dodson, 175 yards, second; A. I. Brown, 225 yards, third; W. F. Murphy, 160 yards, fourth. Time, 12:39%.

## TYLER, UNPACED MILE, 2:07 2-5.

SPRINGFIELD, MASS., August 27.—Harry Tyler made another world's record on the Hampden Park track this afternoon by reducing the unpaced mile. His time was as follows: Quarter, :28% ; half :59% ; three-quarters, 1:32% ; mile, 2:07%. The former record for the mile was 2:10%, made by Maddox at Denver. The three-quarter mark is also a new record. Tyler intended to ride the first half so as to make it in about 1:02, but he went too fast, and made the distance in :59%. The second half was run much slower.

Fred Allen, a local rider, made the three Class A records unpaced from a flying start. The time was as follows: Quarter, :28% ; third, :39% ; half, 1:01.

Bliss rode a trial mile paced by Lumsden and Githens, Brandt and Silvie, and Arnold and Warren, on tandems. His time was 1:56.

Tyler and Lumsden on singles paced Arnold and Warren on a tandem, they doing an eighth of a mile in :12%.

Frederick E. Rudenauer is the name of a Cleveland cyclist who has entered suit against H. Rosenstein, the owner of a vicious dog, for damages to the amount of \$5,000. The dog snapped at the rider's leg, it is said, compelling him to run into a ditch. His body came into contact with a tree, shocking his entire system, and bruising his wrist and shoulder.



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GEORGE K. BARRETT, EDITOR.

## WORLD'S CHAMPIONSHIPS.

The "international" meet at Antwerp is over and the "championships of the world" have been decided. August Lehr is the one-mile "champion," Jaap Eden is the ten-kilometer "champion," while Meintjes' title of long-distance champion has been usurped by Henie. Germany, Denmark and Norway divided the honors and poor old England was left clear out in the cold. She sent a team, but thanks to the beautiful licensing scheme that Doctor Turner and the big bugs in the N. C. U. are so proud of, she didn't get a smell. It seems like a case of retributive justice, for did not England spoil the international meet at Chicago last year? After being one of the hardest workers to promote an international alliance, she coolly refused to send a team to this country to compete for the world's championships. Following the example set by such a powerful country, the other foreign cycling organizations failed to send any of their men over, and the meet was a fizzle as far as the international feature of it was concerned. America will now lean back in her chair and laugh at the discomfiture of her sister, for it is a case of "he who laughs best laughs last."

America did not send over a team. Owing to the differences in the amateur definition in the different countries, it is doubtful if any of our men would have been allowed to start even if they had crossed the ocean to battle with the foreigners. After reading an account of the races and seeing what inferior men competed we can not help but laugh to think how different the tale would have been if Sanger, Bliss, Johnson, Titus, Bald, Ziegler, MacDonald, or C. M. Murphy had been pitted against the foreigners. It would have been a case of America first and the rest nowhere.

## A WONDERFUL PERFORMANCE.

Zimmerman has risen another notch in our estimation, if such a thing were possible, and numerous critics will now have to forever hold their peace. The old, old story that "Jersey" is a race winner and not a fit man to send against the watch has been refuted in a very convincing manner. The cable says, that Arthur Augustus rode a mile in 1:57 $\frac{1}{2}$  in Paris last Tuesday and if that doesn't prove that Zim is every bit as good as Tyler, Bliss, or Johnson against the watch, we miss our guess.

The dispatch says that the deed was done in a race, but as the names of the competitors are not given, we are forced to believe that it was simply a time trial. If it was done in competition it is the most wonderful performance of the age. At any rate, when we stop to consider that the ride was made on a four-lap track, we gasp for breath and wonder what kind of a man the Jerseyman is. Echo seems to say that he is a bird!

We will wait impatiently for advices by mail of this wonderful performance. While we hope that the mile was done in competition, yet common sense seems to say that it was otherwise.

## SPRINGFIELD.

While the real championships were held in Denver, yet everyone looks forward to the Springfield meet to decide the real championships. There is where the cracks rode as they never rode before, and when that meet is over, and not until then, we will be able to name the champion of America. The men themselves look upon this as the real test, and make their arrange-

ments accordingly. They spend weeks in getting fit for the struggle, and at the present time we hear of nothing but "wait until Springfield."

The fight this year promises to be more interesting than in previous years. With Zimmerman out of the way, the others will have a clear field, and be able to fight for first place instead of second as in days of yore. Tyler, the quiet, has been in Springfield for some time preparing for the fray, and from the way he is smashing records, right and left, he will be an important factor in the fight. Bliss went to Hampden Park direct from Chicago, and late reports show the little flyer is in the best of form. Titus went there last week, while Johnny Johnson is on the road there now. It looks as though Sanger would not cut much of a figure this year. He has been out of condition ever since the Toledo meet, and every one is beating him. Unless he improves very rapidly we fear that he will have to give up all idea of filling "Jimmy's" shoes.

But "wait until Springfield."

## TYLER, TAYLOR AND BLISS, RECORD BREAKERS.

SPRINGFIELD, MASS., August 28.—Bliss, Taylor, and Tyler got after the Waltham records on Hampden Park last week, and they are obliterated. Not one tried for remains to challenge the attention of the fast ones.

The war began Wednesday when J. P. Bliss undertook to break the half-mile flying start and standing records. H. A. Githens and A. E. Lumsden paced him, on the second quarter, starting at the tape to get a tandem record. Bliss made the first quarter in 27 $\frac{1}{2}$ , and the half in :54 $\frac{3}{4}$ ,  $\frac{2}{3}$  of a second better than Johnson's record at Independence, Iowa, in October last year, and a full second better than his own record last month at Waltham. Githens and Lumsden made the half in :54 $\frac{1}{4}$ . Next, Bliss tried for the standing start. The first attempt failed, owing to a bad pick-up at the quarter. After resting a few minutes he tried again, and made the quarter in :30 $\frac{1}{2}$ . On he flew to the inspiring "go! go!" of Manager Atkins, finishing the half in :58 $\frac{1}{2}$ , against Johnson's :59 $\frac{1}{2}$ , made at Independence, October 3, 1893.

Last Thursday G. F. Taylor said he was going to have a go at the unpaced mile. Trainer Leeming objected, for Taylor had only been training eight days, but finally he tried. He got away in good shape, and went to the quarter in :28 flat, breaking Sanger's :29 $\frac{1}{4}$  record on the Waltham track. The half was made in 1:00 $\frac{1}{2}$ , lowering the 1:01 $\frac{1}{2}$  mark made by Sanger at Waltham. He hadn't trained long enough to hold such a tremendous pace, and began to weaken toward the finish. He crossed the tape in 2:20 $\frac{1}{2}$ , 10 seconds behind the record made by Maddox at Denver. He feels confident, however, that he can hold the pace and lower Maddox's record as soon as he has trained sufficiently.

Tyler's turn came Friday afternoon in trying the half flying start. He had a splendid day and a splendid track, and made an unpaced quarter in :26 $\frac{3}{4}$ , 1 $\frac{1}{2}$  seconds better than Taylor the day before, and 3 $\frac{1}{2}$  seconds better than Sanger's Waltham record. He made the half in :54 $\frac{1}{4}$ , a fraction less than 6 seconds better than Taylor's half, and a fraction more than 7 better than Sanger's Waltham mark.

Johnson will be here ten days or so before the tournament, and the second day will try for the five-mile world's record as one of the features of the meet.

The whist players of the Pennsylvania Bicycle Club have formed an organization and applied for membership in the American Whist League. During the latter organization's annual tournament in this city last winter old "Pennsy" made a very creditable showing, having many expert players on its membership roll.





## NEW YORK NOTES.

NEW YORK, August 27.—The bicycle meet to be held at Manhattan Field, September 15, under the auspices of the Harlem Wheelmen, promises to be a grand success. The H. W.'s are a club of hustlers and each individual member is working hard for the success of the affair.

On September 3, a party made up of Brooklyn Bicycle Club members will leave on a tour to the Delaware Water Gap. From present indications there will be fully twenty riders who will attend.

It is rumored that Frank A. Egan, of Philadelphia, will shortly take up his residence in this city. Already visions of a resurrected cash prize league are forming themselves, but how Troy and Egan are going to find smooth sailing together is not an easy question to answer. Troy claimed to have been given the worst of it by the N. C. A. people last year, and up to the time of his departure for France, he was feeling very bitter over it. It was to have been a grand victory for him to bring Zim, Banker, Wheeler, Crooks and Starbuck, home with him this fall, accompanied by several other foreign pros who were to give professional contests under an organization, of which W. B. Troy was to have been president, vice-president, secretary, treasurer, and general manager. In a recent talk with Mr. Egan he expressed himself as follows: "No, indeed, the cash prize league is not dead, only resting for future action. The trouble with us was that we launched the venture about two years too soon, but we will come again later, for too much money has been sunk in it to quit without an attempt at getting even."

The announcement that Egan is to locate in Gotham is only a chance statement, but seems most possible from a combination of circumstances.

What strange luck W. F. Murphy seems to be playing in. That Denver road race error capped the climax, incidentally losing to "Billy" a \$500 chest of silverware. How truly humiliating it must be to "Brother Bill" to be placed on the limit handicap mark in track events, when but two short years ago he was justly known as "the king of handicap riders." Of course with his loss of speed, he loses friends also—not friends exactly, but admir-

Heath. The fourth prize in the mile Class B championship will be a monkey, which has been named, "The Great Pantata." Charley Murphy is said to have expressed a desire to win it.

Nearly all of Jimmy's bicycles were sold at auction at the store of Burtis & Zimmerman, Asbury Park, last week. They were prizes which he had won as an amateur, and found ready purchasers among relic hunters or curio seekers. Some of the wheels went for a mere song. Next Saturday the remainder of the outfit will follow the others.

H. H. Maddox returned to his home last Friday, with a hatful of diamonds, and a leg that resembled a plank as far as limberness is concerned. Notwithstanding that his physician told him that he must not ride again for two months, he was seen astride his wheel last Saturday with his game leg hanging straight down, the pedal on the left-hand side of the wheel having been removed. Across the handle-bar he held a stout cane with which he kept himself up while off his machine. Harry tells great stories of Denver and the fun he has had. He is a big favorite at Asbury Park, and carries himself with the utmost dignity, not to say bashfulness.

At the meeting of the Metropolitan Association of Cycling Clubs, last Friday evening, at the "Columbia" on Fourteenth street, twenty delegates were present, and a comparatively uneventful evening passed. The Brooklyn Wheelmen's application was reported favorably upon. Several changes were made in the constitution and by-laws. The race committees were also vested with full authority in matters appertaining to racing.

The ninety-mile road race of the Elizabeth Wheelmen, last Saturday, was won by a 6-minute man named Lever. A. H. Barnett scooped in the time prize easily. He is in fine form now, and will astonish the cycling community on Labor Day in the twenty-five-mile race of the A. C. C. of N. J.

The New York Wheelmen are hard at it preparing for their series of contests which are down for decision on Election Day at the White Plains trotting track. The events are quarter-mile and half-mile, scratch, one



ers who claim friendship when one is prosperous. Murphy is not aged, gray, worn out or disabled and he must have some of his grand speed left.

"Billy" Young returned to the metropolis from his western trip last Thursday, looking like a 1, 2, 3 combination that had all won excepting the last and that was a walk-over. He is highly satisfied with Titus' work, but does not show any signs of a talkative strain or enlarged head. Young takes prosperity and misfortune alike. He is one of the best fellows alive and the Messrs. Spalding can thank no one except Young for the remarkable record Titus has made. It is Young's magnetism that makes Freddie win. Titus fairly worships his trainer, and obeys his every wish.

Fred Sternberg, of Wilson-Myers Co., will ride at the races of the Harlem Wheelmen on September 15, at Manhattan Field. "Sterny," as he is generally known, holds the title of champion indoor rider, never having lost a race of that description. Incidentally it may be news to learn that President Grover Cleveland has never lost a bicycle race in his life, but that's another story.

The list of entries for the three days' tournament, at Asbury Park, August 30, 31, and September 1, exceed one hundred and fifty individuals. The average number of events in which each man has entered is five, so that fully seven hundred and fifty entries might be said to have been received. Asbury Park is holding her arms wide open to all wheelmen who attend this meeting of the giants, and those who fail to attend will surely regret it when they read the newspaper reports of things. The officials have been selected and are as follows: Referee, Sterling Elliott, editor of *Good Roads*; judges, C. H. Luscomb, president of the L. A. W., A. C. Willison, first vice-president of the L. A. W., and Geo. A. Perkins, second vice-president of the L. A. W.; timers, T. A. Zimmerman, father of Arthur A. Zimmerman, F. P. Prial, and H. D. LeCato; announcer, F. W. Burns (and his megaphone); starter, C. A. Dimon; scorer, F. A. Egan, cash prize magnate; Marshal, S. W. Kirkbride; clerk of the course, W. M. Perrett; assistant clerks, Rennie L. Smith, W. H. Kirkpatrick, and Walter Perrett; umpires, M. B. Macfarlane, Paul Grosch, C. G. Percival, and C. W.

two, and five mile handicap, and one-mile scratch championship of the club. On Labor Day the N. Y. W. will be represented as follows by their various racing men: L. H. Adsit, Bridgeport, Conn., C. J. Kelly, Rahway, N. J., J. J. Morgan, Boonton, N. J.

The bicycle act performed by Hacker and Lester, at one of the local theaters this week, is truly marvelous. One of the best feats is the head to head balancing while riding the single wheel of an ordinary. Numerous other difficult tricks call for thunders of applause at each performance.

One of those delightful entertainments given by Charley Schwalbach, will be tendered his many friends next Thursday evening. It will be a watermelon party and will be held on the lawn of Gus Joppert's Hotel on the Ocean parkway to Coney Island.

## TOO ONE-SIDED.

LOGAN, UTAH, August 25.—The races here today formed the third meet on the Utah circuit which has so far proven very successful. Five hundred people viewed the races on the five-lap track from their shady seats among the trees which surround the track. The Class B races were uninteresting, as Foster, the San Jose man, had everything his own way. He went for the Utah standing start mile record and lowered it from 2:17%, to 2:14%. He had but two pacemakers to whom he was calling continually to go faster. On the last lap he sprinted past his pacemakers and rode home alone.

The Class A races were exciting and the half-mile state record was lowered from 1:08%, to 1:08 by C. M. Evans, who won the half-mile state championship. J. C. Royle established a record for the state for an unpaired mile, doing the distance in 2:30%.

### Summaries:

Quarter-mile open, Class A.—Geo. Weiler, first; Frank Thatcher, second; C. M. Evans, third.

Two-mile open, Class B.—W. F. Foster, first; Jas. Collier, second; C. O. Pierce, third. Time, 5:05.

One-mile open, Class A.—C. M. Evans, first; Geo. Weiler, second; D. W. Card, third. Time, 2:38.



## WORLD'S CHAMPIONSHIPS.

**Fine Racing at Antwerp—Lehr Wins the One-Mile International—Eden the Ten Kilometer Champion.**

The English team sailed for Antwerp on Wednesday last in charge of Dr. Turner, one of the three official representatives of the N. C. U. The other two—Messrs. J. A. Church and Henry Sturme—left on Friday evening from Harwich, and after a charming passage, found on arrival that the team also had crossed without either hitch or *mal de mer*. The team spoke highly of the new track and its speed; indeed, we believe we are right in saying that all averred it to be the fastest surface they had ever traveled on, and on Friday night Dr. Turner clocked Tommy Osborne to do a starting quarter unpaced in :30%, the Belgian timer making it :30 1-10, which is, we believe, very close to being a world's record, while more than one of the English team had ridden flying quarters under 29 seconds. We found the team ensconced in quarters at the Hotel St. Luc, in the Avenue du Sud, one of the recommended houses of L. V. B., and during the morning accompanied the men to the track. This was found to be quite new; it measures 400 meters to the lap, and is a good width,

### The Surface Being of Rough Blue Cement,

laid on a wooden foundation, raised on pillars. The banking is very high, and as the path is very much like the Coventry track in dimensions, the straights are short and the appearance very switchbacky. The grand stand is good, and the accommodations beneath in the way of dressing-rooms excellent, while there is a large and separate refreshment house. The accommodations for spectators is, however, limited, 4,000 being, we think, the maximum number it will contain. The meetings were well advertised, and all Antwerp was agog with excitement over the coming contests. As the charge for admission is 3 francs, the effective result of the "gate" bids fair to be good. The boys went on the track a bit in the morning for a little quiet riding, and put in the afternoon at the exhibition, which is a great show, and crowded with English cyclists, large numbers of whom are in Antwerp.

In the evening a meeting of the board of the International Association was held, England, Holland, Scotland, Germany, Denmark and Belgium being represented. Several matters concerning the qualifications of certain riders took place, and the entries of several fresh riders nominated by their unions were passed. It was decided to take a mail vote on the question of enlarging the scope of the association, which it is suggested should become a Court of Appeal upon matters concerning international cycling, and undertake the regulation of international matters. It was also decided to ask the various unions in the federation to consider the question of throwing the world's championship open to all riders, whether professional or amateur, officially representing recognized governing bodies, and in the event of the nations agreeing the I. C. A. to undertake to draw up rules and carry out the meetings. In view of the annual meeting, which will take place in London during the shows, it was announced that Canada, Germany, and Denmark are each willing and desirous of carrying out the meeting for next year.

The evening found the English team at Boyton's Water Show, and on Sunday, which was somewhat uncertain in weather with slight showers and some fairly strong wind blowing, the morning was occupied by the formal opening of

### The International Cycling Congress,

with the president, the Comte d'Oultremont, in the chair, the following representatives of federated unions being present: BELGIUM (Ligue Velocipedique Belge), M. Claes; HOLLAND (A. N. U. B.), Mm. Netscher, Koolhoven, Pos, and Burtsey; AUSTRIA (D. R. B.), Mm. Kleinoscheg, Eustactin, and Gayer; FRANCE (U. de S. A.), Mm. Jules Minart, Sloan, and another; ITALY (U. V. I.), Mm. G. Cabillie, and M. Duzzie; SCOTLAND (S. C. U.), Messrs. Kettles and Duncan; ENGLAND (N. C. U.), Dr. Turner, Henry Sturme (hon. sec. International Cycling Union), T. W. J. Britten (hon. treasurer N. C. U.), J. A. Church (hon. sec. N. C. U.), and H. J. Swindley (*The Cyclist*).

After the roll call the president made his opening address, in which he welcomed the visitors, and briefly referred to the spread and growth of cycling all over the world, and the absolute necessity for such meetings as the one over which he then presided for the full discussion and arrangement of international matters and questions. Monsieur Claes then followed with a short speech, giving a sketch of the work proposed to be done during the sittings, and then proceeded to voice a graceful welcome from the Ligue to each batch of foreign delegates present, each in the language of the men to whom it was addressed. He announced that the Congress would be divided into two sections, one to deal with matters connected with touring and hygiene, and the other to handle questions affecting sport. M. Verbeke then spoke as to the proposed agitation for the regulation and equalization of cycle duties at all continental frontiers. He referred to the facilities for entering foreign countries, and made particular reference to the arrangement so successfully carried through with the French Government by the C. T. C. This address was then translated into German, English, and Dutch by M. Ch. Bauss, a barrister. M. Bossett, the editor of *Le Cycliste Belge*, then opened a discussion upon the international regulation of railway fares and charges for machines, and the mode of transport adopted in course of transit. The races commenced in the afternoon at 3 p. m. The ground was crowded, large numbers of Hollanders having been in position in the grand stand since 1:30 p. m. The first race was

### The One-Mile World's Championship.

**First Heat.**—H. J. Gorter, Holland, first; Roderwald, Germany, second; Masso, France, third; Gibson, Scotland, C. I. Petersen, Denmark, and Hoffman, Belgium, also ran. A slow start, Petersen finally settling down with the lead. At the bell Roderwald was level, and round the bend Gorter shot out and drawing away spread-eagled the field, despite a fine effort of Roderwald, who came up fast at the finish. Won by six inches, Masson five yards off. Time, 2:40%.

**Second Heat.**—C. Kock, Denmark, first; J. Killacky, Scotland, second; Rademaker, Holland, third; Fonteyn, Belgium and Zachariades, Austria, also ran. Another slow start, the men loafing horribly; at two to go Rademaker and Fonteyn led. Then Killacky shot out for a half-mile sprint, and got a big lead, which he held till near the finish, when Kock got out of the crowd and won by five yards, the rest beaten off. Rademaker scored third place by a foot. Time, 2:59%.

**Third Heat.**—August Lehr, Germany, first; T. Osborne, England, second; Podevyn, Belgium, third; Dewaart, Holland, and Wood, Scotland, also rode. A crawl once more, Lehr leading at the quarter. A lap and a half to go Wood shot out at top speed. Round the last lap Lehr with Osborne, went after him, and went by, Osborne on the outside. Round the last curve, however, Lehr got away and won by eight yards, third man a like distance off. Time, 3:00%.

**Fourth Heat.**—Jaap Eden, Holland, first; Broadbridge, England, second. A walk-over, Eden winning in the run in by five yards in 2:54%.

**Fifth Heat.**—P. W. Brown, England, first; Bolle, Belgium, second; Sloan, France, third. A worse crawl than ever for a start, Sloan leading. Before the bell Sloan quickened, but running on the grass was left and sat up, a good race ensuing between Bolle, who led till the last turn, and Brown, who came by on the banking, and won comfortably by five yards. Time, 3:40%.

**Sixth Heat.**—Henie, Denmark, first; Chapman, England, second; Gurascier, Belgium, third; Engelberts, Holland, DeBecker, Belgium, and C. d'Aissa, Belgium, also rode. Engleberts went off with the lead at a fair pace. At the bell, a fine race ensued, Chapman, followed by Henie, coming out of the crowd, and Henie, going in front in the straight, won by five yards. Time, 2:29%. Gurascier lodged a protest against Chapman for taking his ground, and he was disqualified, Gurascier by this obtaining a mount in the second round.

**Seventh Heat.**—J. Green, England, first; Murray, Belgium, second; Verspreuwen, Belgium, third. Murray led till the straight, when Green came by and won by a yard. Time, 3:03%.

### Second Round.

**First Heat.**—Lehr, first; Broadbridge, second; Gorter, Kock, Bolle, Gurascier, and Murray, also rode. The men got away at a crawl, Lehr leading. A fine race saw Lehr come right away at the finish and win by four yards; Broadbridge, traveling very fast in the straight, easily taking second place from Kock. Time, 2:56%. Last lap, :29%.

**Second Heat.**—Eden, first; Brown, second; Osborne, third; Henie, fourth; Green, Roderwald, and Killacky, also rode. Henie cut out the running at a fair pace, Eden hanging on for the first lap, Roderwald then going in front. Then ensued one of the finest races of the day, Killacky as before going away a lap and three-quarters from the finish. Into the last lap, however, Green tried hard, but round the last bend Eden got through, and with Brown and Osborne closely following, won by three yards. Time, 2:26%. Last lap, :29%.

**Final Heat.**—Lehr, first; Eden, second; Broadbridge, third; Brown, fourth; Lehr and Eden, the former inside, rode away together, the English following, also together. At the bell Lehr quickened and took a slight lead, Eden challenging all the way. Down the backstretch Brown drew up and shot wide on the banking, which appeared to bother him, and he fell back, the others riding a fine race, and fighting it out right to the tape, Lehr just got home from Eden by six inches, Broadbridge eight yards behind. Time, 2:53%. Last quarter, :29%.

**JUNIOR INTERNATIONAL RACE, ONE MILE.**—Luyten, first; Stendell, second; Van Ess, third. A foot between each. Time, 2:35%.

**ONE-MILE CHAMPIONSHIP OF THE UNION CYCLISTE BELGE.**—Hargot, first; O. Eden, Koven, second; P. Kock, third. Won very easily. Time, 2:32%.

### Ten-Kilometer Amateur Championship of the World.

**First Heat.**—T. Osborne, England, first; Petersen, Denmark, second; Kock, Denmark, third; Masson, France, Gorter, Holland, Gibson, Scotland, Hoffman, Belgium, Zachariades, Austria, Rademaker, Holland, and Fonteyn, Belgium, also rode. Zachariades led off at a good bat, but only for a lap, and the pace slowed down with Kock and Gorter leading at the mile, the lead continually altering and the men bunched. At six to go Zachariades caused excitement by going away, but a couple of laps settled him, and he came back to the crowd. At two laps to go Petersen had slipped in front and racing began, Petersen leading till well into the last lap, when Kock and Osborne drew up, and the latter, coming up with a fine rush, drew level round the bend, and dashing into the straight with the lead won by six yards. Time, 17:52%. Last quarter, :30%.

**Second Heat.**—Jaap Eden, Holland, first; P. W. Brown, England, second; J. Michael, England, third; Killacky, Scotland, Podevyn, Belgium, Wood, Scotland, Hanson, Denmark, Berckmans, Belgium, Sloan, France, and Siep, Holland, also rode. Lehr was called for by the crowd, and well hooted for not starting. A paddle all through without incident until at two



# Talking About Bicycles.....

Did you know that there had been more Waverleys built and sold this season than any other one make of 28 inch machines in America, regardless of grade or price? It is a fact! And it's being so is the most substantial proof in the world of the merit of this handsome machine. Every Waverley sold has been a walking, or rather a running advertisement for the goods, and notwithstanding the hard times, our factory, which has the largest capacity of any bicycle plant in the world, has been running night and day to fill orders. Why? Because we have given our customers a \$150.00 bicycle for \$85.00, and they show their appreciation of our efforts to give them the **best goods** for the least money by riding the Waverley. Have you seen it? If not, do so before you buy.

HUMBOLDT, NEB., July 20, 1894.

INDIANA BICYCLE Co.,

*Gentlemen:*—Some time ago I wrote to you for a complete repair list, and you said inclosed please find list, but you failed to send it, and, as I was going to Denver on a trip, I had to order such as I wanted from your agents at Lincoln, and got them.

I made the trip, and it was more extensive than I expected, as we traveled 1,200 miles, and can say I never paid out a cent for repairs while I was on the trip, and my wheel and tires are as good as when I started. I had to ride through cactus for twenty five miles, which was the only thing that caused a puncture, and will say I am exceedingly well pleased with the wheel. I am

Yours,  
E. C. HILL, JR.

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laps to go Killacky went off down the banking, and took a twenty-yard lead, and the bell rang with Eden, Wood, and Brown close up in hot pursuit. As they went up the back straight, Eden and Brown drew right away, the former just getting home first by a length; none of the others finished but Michael, who finished twenty-five yards in the rear. Time, 16:00½. Last quarter, :30.

**Third Heat.**—J. Green, England, first; Henie, Denmark, second; Chapman, England, third; Gurascier, Belgium, De Becker, Belgium, Carlo d'Aissa, Belgium, Verspreuwen, Belgium, and Engelberts, Holland, also rode. De Becker dashed off at a hot pace, but soon tired of it, and the men slowed down in a couple of laps, and but little of interest occurred, the pace being very slow, De Becker, d'Aissa, and Verspreuwen leading the field in line side by side. At three to go Henie got away, with the rest in hot pursuit, and at two to go De Becker led; entering the back straight Green came by on the outside, and traveling very fast, with Henie and Chapman close up, left the field at the bend and won a finely judged race by four yards; Chapman beating Verspreuwen by a yard for third place. Time, 19:08½. Last quarter, :31½.

**Final Heat.**—Jaap Eden, Holland, first; J. Green, England, second; P. W. Brown, England, third; Osborne, England, fourth; Petersen, Denmark, Kock, Denmark, Michael, England, Henie, Denmark, and F. Chapman, England, finished in the bunch. This was a far different race to any of the heats. From the first the pace was fast, the men nearly all taking turns to the front. Eden once or twice went in front and slowed down the pace, when, generally, little Michael would worry the pace up again, and the English team generally keeping the speed up, Chapman putting in a lot of work. At a half mile to go Henie was in front, going at a big pace, with Eden on the outside, Petersen and Osborne next, and Green behind again. Then Green began to go, and Petersen was done with, the three English riders flying round in hot pursuit of the leader, Eden. Up the back straight Green drew up and got nearly level round the bend, but the inside favored Eden, and he led into the straight, and finished a winner by three yards, with barely a foot separating Green, Brown, and Osborne. Time, 16:05½.

#### Monday.

**THE HUNDRED-KILOMETER AMATEUR CHAMPIONSHIP.**—A telegram at the moment of going to press gives the brief results as follows: There were seventeen starters, among whom were Ricardy, Gibson, Berckmans, Witteveen, Vanoolen, Michael, Wood, Garger, Killacky, Green, and Henie. The two latter were well paced by English riders on tandems, simply ran away from the others, and were soon some laps ahead. But at seventy kilometers, Henie, who had been paced by Eden, went away from Green and lapped him several times. Garger, who had now come up to third place, fell, and was carried off the track. Henie kept his lead and won by twelve laps amid great enthusiasm, his time being 2:35:53. Green second, and Vanoolen third.—*The Cyclist.*

#### Racing Men Sue For Prizes.

SAN FRANCISCO, CAL., August 22.—Three crack racing men, Charles S. Wells, William A. Terrill, and Harry F. Terrill, were given a verdict today in a suit against the California Midwinter International Exposition for prizes won at race meets under the fair management which were not delivered to them after running them. In his testimony, M. H. de Young, with the handle of director-general attached to his name, said that there never was any fair held under the title given above, but that the name was a pretty one which had its origin in the minds of certain newspaper editors, and that he was simply a figure head to the great exposition, and that he was one of the executive committee of fifty who managed the affairs of the exposition. He admitted, however, that the bicycle races were promoted by the fair management. On this showing Judge Dunne gave a verdict to the wheelmen for the amount sued for, \$145 and costs. Frank H. Kerrigan, one of San Francisco's brightest young attorneys represented the wheelmen and the L. A. W. His skillful cross-examination of some of the fair officials brought out some queer facts regarding the responsibility of the management in relation to the indebtedness incurred, and to hear them tell the tale one would suppose that they didn't have to pay their just debts unless it so pleased them. In Mr. Kerrigan the L. A. W. has an able representative to look after its rights at the bar of justice.

#### Skipped for Parts Unknown.

A newspaper dispatch from New Carlisle, Ohio, says: D. J. Good, who won the Poorman road race at Cincinnati, July 4, and widely known in bicycle circles, has left for parts unknown. He leaves behind him numerous debts, A. W. Gump & Co., of Dayton, Ohio, being among the heaviest losers.

The Clyde (Ohio) Cycling Club, recently organized, will hold a racing meet on September 6. Clyde has one of the finest half-mile tracks in northern Ohio, and the club is offering prizes to the value of \$500. The Elmore Mfg. Co. are moving their factory to Clyde, and J. H. Becker is chairman of the racing committee.

The fourth annual meet of the Columbus Cycling Club will be held on Labor Day as usual. The races were partially abandoned, owing to some dissension among the promoters, but it is now an assured fact. There will be but one day's racing, but the prize list, when complete, will reach \$1,500, and will be in perfect keeping with all previous efforts of the Columbus contingent. The driving park track, which is known to be one of the fastest as well as the safest in the west, has been secured.

## THE ENGLISH RELAY.

### A Pace of Over Fifteen Miles an Hour Maintained From Edinburgh to London—Other Foreign News.

LONDON, August 18.—The event of the week has been the Catford relay ride from London to Edinburgh and back to London. The war office withheld its authority in connection with the fixture, and at the last moment the *Pall Mall Gazette* kindly placed its office at the disposal of the promoting club and gave the fullest publicity to the details of the ride, from start to finish.

At 10 o'clock precisely on Thursday morning the first pair of riders left Charing Cross Road with the message placed in a leather pouch swung from the shoulders, which they carried to Hatfield, nineteen miles, in 1:21:00. Here, Jefferson and Masters, the doughty pair who had, in spite of greasy roads and side slipping, kept 2 minutes within their time allowance, handed over the message to M. B. Fowler and Tidey. These riders commenced to lose time, going down a wrong road, and from various causes, chiefly wet roads and bad weather, the dispatch arrived at Edinburgh (399½ miles) 1¼ hours behind schedule time. The latter was based on an estimated average speed of sixteen miles an hour. Without a moment's delay the

#### Return Journey Was Commenced

at 12:42 p. m. on Friday. During the successive stages—twenty-one in number each way—more time was dropped, much rain being experienced in places. At Alconbury Hill (731 miles), reached at 10:23 this morning, the riders were 2¼ hours behind schedule. However, each pair struggled to recover the loss, and for awhile it looked as if the message would reach London within 1¼ hours of schedule time. A heavy storm of rain, however, deluged the roads at 1:40 p. m. and rendered the final stage very difficult and dangerous. Floyd and Diver, of the Catford, brought the dispatch from Hatfield (777½) in 1:25:00, arriving at the *Pall Mall* office, smothered in mud, after two harmless falls, at 2:27 p. m. They were received by a huge crowd, including Colonel Savile, E. A. Powell, J. Blair, Perman, Sayer, and many prominent wheelmen. The editorial staff invited the riders into the chief editor's sanctum where champagne was soon sparkling pleasantly and some brief speeches exchanged.

The total distance of 799 miles was covered in 52:27:00, which is equivalent to an average speed of about fifteen and a quarter miles an hour. This is a fine performance considering the wretched weather experienced, but Colonel Savile is confident that the relay record can be easily got inside 48 hours.

There was some important racing on Thursday at Leicester, whither the American professionals gladly journeyed from Antwerp. There was a big crowd to witness a five-mile professional international scratch race, which was won by a length by Zimmerman, with Banker second, Edwards third, and Harris fourth. Wheeler led until the last lap when Jimmy, putting on a splendid pace, went to the front and won easily. Zimmerman broke the five-mile professional record. A five-mile professional tandem race was won by Banker and Harris, Edwards and Hewson being second, and Wheeler and Max third. Time, 12:18. Zimmerman tried, but failed to beat the mile record, being 1½ seconds behind.

#### At Antwerp.

at the international championships, the English riders failed to win a single event. The spectators hissed the Englishmen when they came out on the track and received their success in heats with cold silence. This is the unpleasant, but inevitable result of the Birmingham friction with Eden and Lehr, who carried all before them at Antwerp.

Today a 12-hour race is in progress at Putney, but no details have reached me up to the time of posting.

The Road Records' Association has forbidden its timekeepers to clock any races, or records in which women take part.

The North Road Club has been compelled to abandon its fifty-mile race owing to the recent action of the chief constable of Huntingdon. It is possible the annual 24-hour ride will be held over a different course in consequence of the opposition to road racing which the club is experiencing from the authorities.

Lawrence Fletcher made an unsuccessful attempt on Mills'-End-to-End record, starting last Tuesday, and giving up at Warrington. He will go again next Monday.

C. W. HARTUNG.

The board of officers of Kentucky division met last Sunday to take some action upon the loss resulting from the unfortunate river excursion to and from the Ohio River circuit in June. After a free discussion, it was resolved that the division should stand the cost of the advertising and that the committee should raise the balance, and the whole matter was quickly settled. At this meeting a resolution was passed to allow correspondents to examine the minutes of each meeting in the future at the discretion of the secretary-treasurer.

R. C. Wayne, the only Louisville cycle manufacturer, will have four road races on September 1, which will be open to local riders only. Every rider finishing within a certain time limit will be guaranteed a prize. If these races are successful Mr. Wayne proposes to give a monthly race on the same conditions.



# Palmers take **MORE** Prizes

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WE HOLD **WORLD'S RECORDS** FROM 1 TO 460 MILES.

**8 days 7 hours 48 minutes,**

Record from Chicago to New York, by F. M. Stanwood on PALMER tires, fitted to Sterling racer, beating previous record 1 day 20 hours 51 minutes.

## AT DENVER, COLORADO:

¼ mile, competition, flying, W. C. Sanger,	-	-	:26
1 mile, competition, flying, F. J. Titus,	-	-	2:10 2-5
1 mile, competition, class A, L. A. Callahan,	-	-	2:11 4-5
1 mile, unpaced, class A, L. A. Callahan,	-	-	2:16 4-5
1 mile, unpaced, flying(tandem) Titus and Cabanne,	1:56	4-5	
2 miles, paced, standing, A. D. Kennedy,	-	-	4:15
5 miles, NATIONAL CHAMPIONSHIP, F. J. Titus	12:19	1-5	

**World's  
Records.**

Record by Maddox, used in our ad last week through error.

Three days' races, August 16, 17, 18, **24** races.  
Palmers secure **33** out of a possible **69** prizes,  
even though every means was employed by  
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## BASEBALL WAS KING.

**The National Game Knocks Out the Cycle Races at Kansas City—Sanger Out of Condition.**

KANSAS CITY, MO., August 25.—Draw the veil down gently on Kansas City and the Kansas City Athletic Club. The K. C. A. C. meet was a great failure. It was hard luck in part and in part a lack of nerve. The club had given one meet and lost money, some \$600, and decided to make money this time "or bust." An inopportune time was chosen for the giving of the meet. The cracks could have been secured at no other time. The dates were selected to catch them on their way east from Denver. The baseball team was playing the same days as the meet, and being close to the pennant winners, all the local sporting blood wished to see the battle of the leaders. In consequence the noise from the ball grounds drowned out all the enthusiasm of the 500 spectators at the bicycle races. The two parks adjoined.

It would have been the craziest kind of a bicycle crank that could have aroused a great amount of enthusiasm at this, the second day of the meeting.

### Sanger Was Sick

and did not ride. John S. Johnson had repaired his wheel and was ready and anxious to ride. He essayed a start in the two-mile lap race and at the first turn found he had pulled his wheel clear out of true. The frame was badly bent. Johnson turned and came back to the dressing-room, the crowd, and a number of the press men hissed him. To this Johnny paid not the slightest attention. He said afterward that he had grown indifferent and really did not know whether he was hissed or applauded, nor did he care. That Sanger is away off color there can be no denying. He is many pounds under weight and completely worn out and that just before the great Springfield meet and its many thousands of dollars in prizes.

There were but few features therefore today. Two records were broken, W. W. Taxis going against the watch for a half mile paced by Charley Callahan the first quarter and picked up slow for the last half by Kennedy. Taxis succeeded in clipping  $\frac{3}{4}$  of a second off state record, doing 1:02 $\frac{1}{2}$ . He had been promised a prize as a reward, but the promoters quibbled and Taxis received no prize. The man merited a reward, for the track was horribly soft and bumpy.

Lee M. Richardson, the sixteen-year-old son of L. M. Richardson, of the Monarch Cycle Co., lowered the world's record, all his own, for a half mile ridden backwards, wheel and man, doing 2:32 $\frac{1}{2}$ . His Denver record was 2:35. In four attempts he has successfully done 2:42 $\frac{1}{2}$ , 2:37 $\frac{1}{2}$ , 2:35 and 2:32 $\frac{1}{2}$ , and is capable of very much better than this. So successful is the lad at riding backwards, he rides side saddle in this way, that he will practice his entire repertoire, and in future put up a clever exhibition of fancy riding backwards. This will be a distinct novelty.

Sid Black today captured the second trick riding contest he was ever entered in, and so completely did he do the trick that George T. Powell, of Fort Scott, Kas., his opponent, refused to appear. The first day Black won ten points more than Powell, a point being counted each trick, and a point off for each failure. The second day Black did fifty-seven distinct tricks, and made but one failure. Ordinarily his "turn" consists of about eighteen tricks, all difficult. Today he interspersed easy tricks, and pleased officials and spectators alike. The score for two days was Black 77 points, Powell 14 points. The prize was a diamond pin.

The referee, "Pop" Brewster, adopted the suggestion of THE BEARINGS today when he climbed into the judge's little stand, ten feet above the track. There he seated himself on the trap-door, and an "objector" had to climb through cobwebs, dust, and darkness, up a narrow ladder. Once up he was compelled to knock and state his business before Brewster would arise from the door. Consequently there were few, if any, protests entered.

Three Class B events were on the programme. The mile open had as a first prize a set of M. & W. tires, and none of the good men were in need of that prize. The limit was 2:40, no race, no run-over. The men did away over that, Hocker, of Kansas City, defeating Dodson, of Chicago. The race was called off. But the two other Class B events were close enough to be very exciting. In the two-mile lap race two pairs were tied, Kennedy and Brown being tied for first, and L. A. Callahan and Dodson tie for second the former with eight and the latter with four points. Two toss ups and Kennedy and Louis Callahan won first and third, Dr. Brown taking second. The latter won first and fourth lap and last in the second, and Kennedy took second in every lap, being beaten out by Louis Callahan and Dodson, and in the two that Brown took. These were four close and exciting finishes. Kennedy wanted the Sterling wheel, which he finally gained by the toss up.

But the three-mile B handicap was the race of the day. Kennedy had 80 yards, MacDonald 90 yards, Taxis 100 yards, C. H. Callahan, 160, W. F. Murphy, 170, L. A. Callahan, 170, Goehler, 190, Dodson, 250, Burt, 300, Leacock, 400, and others between these figures and up to 440 yards, the limit. Taxis dropped out the first lap. Two bunches were fifty yards apart when two miles had been passed. MacDonald had done pacing, but it was left to Kennedy to catch the field, which he did three-quarters from home. Kennedy got into the bunch and stayed there too long. Goehler, closely pressed by MacDonald, led the sprint at the quarter and swung into the stretch in the lead, MacDonald and Coburn, of St. Louis, passed Goehler, but Coburn was forced back to third by Goehler who was a foot back of MacDonald when the tape was crossed. Behind Coburn was L. A. Callahan, L. C. Johnson and Dodson all close up and the field coming strong.

The time was 8:01 $\frac{1}{2}$ . The timers gave the time as 8:01 $\frac{1}{2}$ , but none had watches with minute hands. Sanger took time and says the time was a minute faster. If so, and it seems probable, MacDonald from 90 yards, rode in about 8 seconds better than the world's record of 7:15. The race was a drive from start to finish, the limit men doing all in their power to keep their distance.

### Summaries:

Three-mile handicap, Class B.—Ray MacDonald, 90 yards, first; A. B. Goehler, 190 yards, second; J. W. Coburn, 270 yards, third; L. A. Callahan, 170 yards, fourth; L. C. Johnson, 200 yards, fifth; H. L. Dodson, 250 yards, sixth. Time, 8:01 $\frac{1}{2}$ .

One-mile open, Class A.—G. A. Maxwell, first; Bert Harding, second; Charles Carl, Kansas City, third. Time, 2:35 $\frac{1}{2}$ .

Two-mile lap, Class B.—A. D. Kennedy and A. I. Brown, tie, 8 points; L. A. Callahan and H. L. Dodson, tie, 4 points. Kennedy won first by toss up, Callahan third by toss up. Time, 5:38 $\frac{1}{2}$ .

Two-mile handicap, Class A.—C. E. Jaques, Kansas City, 240 yards, first; E. J. Rawson, Topeka, 130 yards, second; V. P. Dole, 300 yards, third. Time, 4:58 $\frac{1}{2}$ .

W. W. Taxis' half-mile against the state record of 1:03. Time, 1:02 $\frac{1}{2}$ .

## ZIEGLER'S UNPACED RECORD.

SALT LAKE CITY, UTAH, August 23.—Salt Lake City is congratulating herself on being the possessor of the world's unpaced half-mile record. Otto Ziegler, at the races today, placed the figures at 1:01 $\frac{1}{2}$ , and the ride was made on a five-lap dirt track, banked only four feet on the turns. Ziegler came out to ride an exhibition half, and surprised himself and every one else by breaking the world's record. There is no question as to the correctness of the time, as it was taken by six watches, five of them agreeing exactly, and the sixth being but  $\frac{1}{4}$  of a second off. The track was measured and found to measure nearly five feet over on the mile.

Salt Lake is wheel crazy, and all the business houses were closed to see the races. The grounds were packed with people; close time limits were placed on every race and observed, and everything moved off without a hitch. Several state records were broken, the quarter-mile competition being reduced to :33 flat, and the two-mile figures placed at 5:07 $\frac{1}{2}$  by Evans. Weiler, who was the favorite with the spectators, lost the one-mile state championship to Jensen, he being defeated by McIntyre, who ran second to Jensen. Foster won the half-mile Class B event very easily in 1:08 $\frac{1}{2}$ .

Foster, Boles, and Collier, and all the Class A men will go to Logan tomorrow afternoon to take part in the races Saturday. Ziegler will remain over at Ogden, and will meet the crowd there again in the races Monday. Foster and Ziegler will probably leave for home next Monday night.

### Summaries:

Quarter-mile open, Class A.—C. M. Evans, first; George Weiler, second; T. S. Jensen, third. Time, :34.

Two-mile open, Class B.—Otto Ziegler, first; O. E. Boles, second; James Collier, third. Time, 4:52 $\frac{1}{2}$ .

One-mile state championship.—T. S. Jensen, first; G. C. McIntyre, second; George Weiler, third. Time, 2:31 $\frac{1}{2}$ .

Half-mile open, Class B.—W. F. Foster, first; O. E. Boles, second; James Collier third. Time, 1:08 $\frac{1}{2}$ .

## FROM CHICAGO TO NEW YORK.

Tomorrow noon A. E. Smith, a letter-carrier, will leave the city hall, Chicago, to ride to New York. He will carry a letter from Postmaster Hering to the postmaster of New York, and will show the postoffice author-



A. E. SMITH.

ities the advantages of the wheel for courier work. Incidentally, he will try for Stanwood's record. Smith is one of the best long-distance riders in the Lake View Cycling Club. He will ride a twenty-six-pound Derby, fitted with M. & W. tires.



**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

# 17

## WORLD'S RECORDS !

1.	Harry Tyler	1-3 mile	flying start,	:37 1-5
2.	"	1-2	" "	:55 4-5
3.	"	2-3	" "	1:14 1-5
4.	"	1	" "	1:53 4-5
5.	"	1	standing start	1:57 3-5
6.	"	1	unpaced,	2:07 2-5
7.	"	1-4	" "	:26 3-5
8.	"	1-2	" "	:56 4-5
9.	A. Gardiner	1-3	" " A	:40 1-5
10.	Nat Butler	1 1-4	paced	2:36
11.	"	1 1-3	" "	2:45 2-5
12.	"	1 1-2	" "	3:05 2-5
13.	"	1 2-3	" "	3:26 2-5
14.	"	1 3-4	" "	3:36 4-5
15.	"	2	" "	4:07 2-5
16.	Turnbull	1	novice	2:23 3-5
17.	Bainbridge	10	road	26:13 1-2

### COPY OF TELEGRAM:

SPRINGFIELD, MASS., August 27, 1894.

MORGAN & WRIGHT, Chicago.

Made unpaced mile this afternoon in 2:07 2-5; also hold quarter in :26 3-5, and half in :56 4-5, unpaced. Tires O. K.

H. C. Tyler.

## MORGAN & WRIGHT, CHICAGO.

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belief that the jingle betokens

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Nickel plate, polished metal, gay enamel on a bicycle  
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doesn't make planks.

LOOK UNDER THE VENEER:

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FOR BUSINESS

AS A CONSEQUENCE IT'S BUSY.

Busy winning for its riders—busy pleasing buyers—  
busy earning encomiums. Its Crimson Rims blush  
with the roseate hue of praised modest and healthy  
vigor. It's not bashful—not a little bit; for it keeps  
pushing on ahead to uninterrupted fame.

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GET ASTRIDE A SYRACUSE. THAT'S THE HOW!

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SYRACUSE, N. Y.

SEND FOR "A ROYAL FLUSH."

WESTERN AGENTS,

A. F. SHAPLEIGH HDW. CO.

ST. LOUIS, MO.



## WAUSEON CYCLING MAD.

**A Great Meet in the Little Ohio Town—A Fine Parade—The Races are Good.**

WAUSEON, OHIO, August 27.—Wauseon is cycling crazy. There is no better term. Imagine a town of only 1,900 inhabitants turning out three times that number to witness cycle races. Such was today's marvelous record. Every train poured crowds into the town. Several special trains arrived. In each was a special band, and when all had arrived four good bands, all in uniform, were parading the main street, the only business thoroughfare of the town. The band of the Wauseon Cycling Club, which attended the Toledo meet, paraded today. The people from Bryan brought a band, those from Swanton another, and the Toledo Cycling Club still another. During the races these four bands kept up a continual round of good music.

Wauseon has six hundred and more riders, fully one-third the population, and a large proportion of these are ladies. The bloomer costume was seen in all its fantastic and beautiful shapes when 200 lady riders rode in the afternoon parade behind the four bands. As twice as many gentlemen participated; this parade was a credit, not only to Wauseon, but to cycling. It was led "a la grand march," the riders criss-crossing in snake lines over the road. Four bands led a half dozen carriages with

### Officials and Racing Men.

The parade passed through one long aisle of farmers' rigs and carriages, the occupants of which were in town to see the races. The stores were closed and thousands of people were passed, all headed for the race track, but a 5 minutes' walk. A bevy of pretty girls went out in a hay-rack, with pretty Japanese parasols over their heads.

The one long street—and it is a wide one—presented a gala appearance. It was another Ripon meet, only intensified. There is but one hotel in Wauseon, the Eager House, conducted by Ed Eager, one of the traveling force of H. A. Lozier & Co. Mr. Eager is a devotee of the sport and a follower of the circuit. He knows "what is what" in a race meet and the Wauseon Cycling Club back him up. This is claimed to be

### The only Town on Earth

and the claim was proven today. Archibald, Bryan, Napoleon, Swanton, Toledo and a dozen other towns pour delegations of many hundreds into the city on race days, for Wauseon has a great reputation, and upholds it on all occasions. Swanton, a town of 600 population, sent a delegation of over three hundred people. A banquet was given in the evening at the Opera House. This is a feature of the Wauseon meets, and no expense is spared.

The Wauseon track is a half mile and prettily situated. It was in fairly good shape. The day was warm. The grand stand would not hold the crowd, and a thousand were allowed inside the track inclosure. Sanger rode twice, was beaten once, and won the mile-open race. John S. Johnson was absent, as was Cabanne, Titus, and several more. Yet the races were close and exciting and not without incident. Fourteen men were sent away in the half-mile open, Class A. This was a large field, and stayed bunched throughout. On the stretch O. S. Brailey, a Wauseon boy, had the pole. Bernhardt was fighting hard to pass when Fred C. Schrein, of Toledo, sneaked by in the center, throwing Ellis against Brailey and two or three behind him. Several others, thrown out of their stride, collided, and another bunch fell twenty yards away, among them was Van Tine, of Findlay, who rolled over and over. Schrein won by a few inches from Bernhardt, C. O. Lasley, Toledo, and W. J. Klinger, of Greenville, a close third and fourth. Several others close up. The time was 1:11. Schrein was disqualified.

In the quarter-mile open, Class B, A. I. Brown was again first away. Bald worked with a will, and lost the race by less than half a length. Raymond MacDonald, another great quarter-mile sprinter, equally close in third position, Bald on the pole, MacDonald outside Brown, Eddy and Conn Baker, Columbus boys, fourth and fifth, and Ballard, of Chicago, sixth. The time was :32½.

Sanger was a starter in the half-mile open, but a poor finisher, being still away off form. He started in the back of the bunch, as usual. MacDonald was away first. Kennedy took the pace from him at the turn, and L. C. Johnson went up. MacDonald

### Made the Jump at the Quarter,

tying L. C. Johnson. Then there was shifting, and a half-dozen men flew out and by MacDonald. Sanger swung wide in a good position to make one of his exciting finishes; but the stuff was not there.

L. C. Johnson had the pole, and Kennedy was next. Johnson was hard pushed, and was given the decision by a tire width, Kennedy second, and Eddy, of Columbus, who slid by on the pole, third. Sanger was fourth, Brown, fifth, and Conn Baker, sixth. The time was 1:11½.

Sanger retrieved himself in the mile open, which he won by good hard work from Bald, Brown, Charley Murphy, C. H. Callahan, and W. F. Murphy, in the order named. Bald set the going at the start-off, C. H. Callahan leading at the quarter. Sanger came up at the quarter and at the half Charley Murphy went out finely and gained a good lead. At the quarter Sanger was fourth in the line, and swung wide into the turn, coming down finely in the stretch, and winning by six inches from Bald, Brown but a foot back and third, and Charley Murphy a close fourth.

The two-mile handicap was the prettiest piece of handicap work seen in many a day. Kennedy at 60 yards, was again back-mark man. It was announced that Kennedy would go after the state record. This he secured

by a fine bit of riding in 4:37½, winning the race to all appearances in 4:32½. At a half-mile the field had closed up. From here on the men remained about the same positions. In the last half-mile Kennedy and Ray MacDonald, 80 yards,

### Worked Through the Bunch,

and the finish was a hummer. Kennedy, L. C. Johnson (140), MacDonald and L. A. Callahan were concerned. L. C. Johnson was on the pole and Kennedy about six inches ahead of MacDonald. A. B. Goehler, 160 yards, and Callahan, 160, were fourth and fifth.

A. D. Kennedy rode an exhibition mile in 2:06½, paced by Ellithorpe, Ballard, C. H. Callahan, and A. I. Brown.

### Summaries:

Half-mile open, Class A.—F. C. Schrein, Toledo, first; O. P. Bernhardt, Toledo, second; C. O. Lasley, Toledo, third; W. J. Klinger, Greenville, fourth; C. E. Tudor, Cincinnati, fifth. Time, 1:11. Schrein was disqualified for foul riding.

Quarter-mile open, Class B.—A. I. Brown, first; E. C. Bald, second; Ray MacDonald, third; T. R. Eddy, fourth; Conn Baker, Columbus, fifth; E. W. Ballard, sixth. Time, :32½.

One-mile, 2:40 class, Class A.—F. C. Schrein, Toledo, first; C. O. Lasley, second; W. A. Parker, Toledo, third; R. F. Darling, Elmore, fourth. Time, 2:44.

Half-mile open, Class B.—L. C. Johnson, first; A. D. Kennedy, Jr., second; T. R. Eddy, third; W. C. Sanger, fourth; A. I. Brown, fifth; Conn Baker, sixth. Time, 1:11½.

One-mile open, Class A.—A. B. Ellis, Oberlin, first; P. W. Klinger, Greenville, second; O. P. Bernhardt, Toledo, third; C. E. Tudor, Cincinnati, fourth. Time, 2:35½.

Two-mile handicap, Class B.—L. C. Johnson, 140 yards, first; A. D. Kennedy, 60 yards, second; R. MacDonald, 80 yards, third; A. B. Goehler, 160 yards, fourth; L. A. Callahan, 160 yards, fifth. Time, 4:32½.

One-mile open, Class B.—W. C. Sanger, first; E. C. Bald, second; A. I. Brown, third; C. M. Murphy, fourth; C. H. Callahan, fifth; W. F. Murphy, sixth. Time, 2:27½.

## COFFIN'S COMPETITION MILE.

TRENTON, N. J., August 25.—The Mercer County Wheelmen held their annual race meet at the fair grounds today in the presence of about twenty-five hundred persons. The day was an ideal one for racing and some good sport was the result. The entry list was a very large one and attracted riders from all the principal cities in this section, especially Philadelphia, and New York. One of the features of the day was the establishment of a new record for the state. This feat was accomplished by George W. Coffin, of the Orange Athletic Club, of Orange, N. J., who covered a mile in open competition in 2:13½.

George C. Smith rode in excellent form and carried off two first prizes, those offered in the mile and half mile scratch events. Carroll B. Jack also won two of the events, the half mile and mile handicaps. Charles Granger, of the Riverside Wheelmen, of New York, won the mile 2:40 class, and in the New York Times' team race he was the individual winner.

The only accident occurred in the first heat of the 2:40 class and was caused by a collision as the riders were rounding the first turn. Several were thrown from their wheels and Harry Reed, of Point Pleasant, had his shoulder dislocated.

### Summaries:

One-mile novice.—E. C. Johnston, first; T. J. Bell, Brooklyn, second; James T. Beckwith, third. Time, 2:42.

One-mile, 2:40 class.—Charles Granger, first; W. L. Howard, second; Charles H. Coffin, third. Time, 2:49. Declared no race on account of slow time.

One-mile handicap.—C. B. Jack, scratch, first; W. M. Trout, 90 yards, second; C. H. Coffin, 70 yards, third. Time, 2:10½.

One-mile scratch.—George C. Smith, N. Y. A. C., first; Monte Scott, Plainfield, N. J., second; W. F. Sims, Pennsylvania Bicycle Club, third. Time, 2:24.

Mile club championship.—J. T. Purcell, first; E. Townsend, second; Josh Lindley, third. Time, 2:23½.

Half-mile handicap.—C. B. Jack, 50 yards, first; H. B. Martin, second; Albert J. Ford, third. Time, 1:02½.

Half-mile scratch.—George C. Smith, first; Monte Scott, Plainfield, N. J., second; C. M. Krick, Reading, Pa., third. Time, 1:11½.

New York Times one-mile team race.—Riverside Wheelmen, 15 points, first; Orange A. C., 10 points, second; Quaker City Wheelmen, 5 points, third. Individual winner, C. Granger, Riverside Wheelmen. Time, 2:23½.

Two-mile handicap.—Monte Scott, Plainfield, 40 yards, first; C. M. Krick, Reading, 60 yards, second; P. L. Coffin, Orange A. C., 160 yards, third. Time, 4:37½.

## NEW UTAH RECORDS.

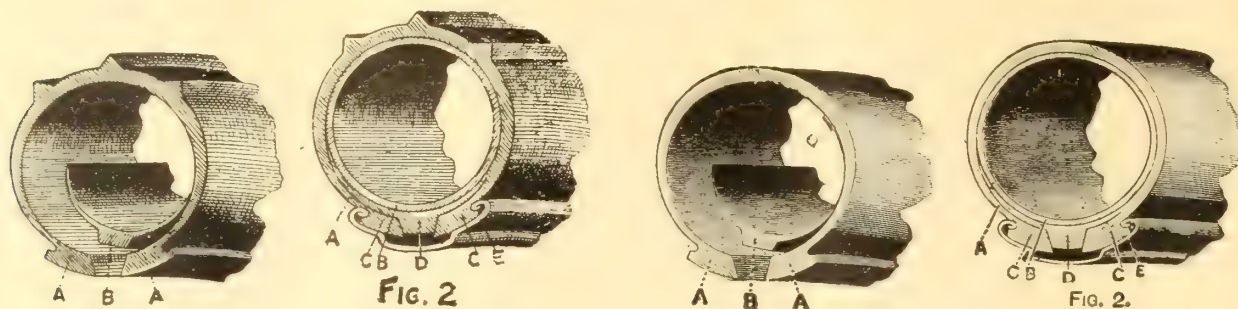
OGDEN, UTAH, August 27.—Weiler won the five-mile state championship here today in 12:38, lowering the state record 1 minute and 9 seconds. Evans in the quarter-mile open, Class A, cut the state record from :33 to :34¾. Ziegler won a \$125 diamond in the half-mile open, Class B, easily defeating Bolles. Bolles carried off the two-mile handicap, Class B, from the 75-yard mark, defeating Foster, who quit at one and a half miles, claiming there was team work between Bolles and Collier.

### Mt. Clemens' First Meet.

MT. CLEMENS, MICH., August 27.—The race meet of the Mt. Clemens Wheelmen was a great success. The day was fine, the races good, and the crowd more than pleased. There were spills caused by too many riders starting in the one and two mile handicaps, but the riders kicked against splitting them up in heats. Next year Mt. Clemens will give a two days' meet and hang up \$2,500 in prizes. No one kicked on the prizes as they were up to advertised value. C. Barthel went against time, and lowered the Michigan record to 2:15½.

Weiler, of Salt Lake City, has proven the best man in Utah this year. So far he has won four out of the five state championships. His mount is a twenty-one-pound Sterling.





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## BICYCLE THIEF CAUGHT.

**Milwaukee Police Arrest a Sunday-School Teacher Who Made a Business of Stealing Bicycles.**

MILWAUKEE, WIS., August 27.—Wheelmen in this city are rejoicing over the capture by the police of Raymond Hamilton, a professional bicycle thief, who is believed to be a member of an organized gang whose members have been operating in several large cities in the northwest. To make Hamilton's history all the more interesting, he was a Sunday-school teacher up to a few weeks ago, but while in this position it did not prevent him from committing thefts in church while the congregation was praying. Hamilton has made a confession to the police, which has resulted in the recovery of ten stolen wheels which he had prepared for shipment to Chicago.

Early last spring St. James' Church, on Grand avenue, was entered during the services and two overcoats, a hat, and a watch stolen. These stolen articles have been found in Hamilton's room. Since June 23 ten high-grade wheels have been stolen from various office buildings in this city. Several days ago Harry Binner heard that a boy on the West Side had his wheel, valued at \$150, and was offering it for sale for \$35. Detectives questioned him, and the boy informed them that he had bought the wheel of Hamilton for \$13.50. Hamilton was not in the city, but on returning he was arrested, and later a warehouse of his was unearthed, and

### Other Stolen Wheels Found.

A number that have been sold to boys have also been recovered.

Hamilton is an artist by trade, and twenty-three-years of age. He has always attended church regularly, but plied his criminal profession actively; a complete outfit of burglar tools have been found. It is believed that he had accomplices in other cities where he shipped the wheels for disposal. The Chicago police recently learned of a league of bicycle thieves, and by the arrest of Hamilton it is believed that an important member of the crowd has been apprehended. At Racine recently

### Nine Bicycles Were Unearthed

that had been stolen by C. E. Wheeler, arrested at Chicago, and sold for \$20 each. Hamilton will plead guilty.

At the race meet held at Monroe last week, W. F. Sanger, a brother of Walter C. Sanger, won the mile open in 2:40. The mile handicap was won by Will Howie, who had 90 yards handicap. He also won the three-quarter-mile handicap with 5 yards handicap, while L. D. Chilcott, 170 yards handicap, took the two-mile handicap. The quarter-mile open was taken by W. F. Sanger.

Walter Schroeder, of Milwaukee, won the half and the mile open races at Lake Mills on Thursday. Frank Crane, of Evansville, captured the five-mile race.

A racing matinee will be given by the Milwaukee Wheelmen at National Park on September 22. Wisconsin and Chicago riders will attend.

### The Annual Club Race

of the North Side Club, from Thiensville to Milwaukee, will be run on September 1. The time prize lies between Ed Roth and Harry Crocker, both fast road riders, who are entered. The race was to have been run last Saturday, but had to be postponed on account of a fresh supply of gravel that the farmers placed on the course.

And still another road race! The Nineteenth Century Club is making arrangements to hold a road race on September 16, over the Mukewanago road.

The Junior club is also arranging a race from South Milwaukee to this city to be held early next month.

The West End Cycling Club has been organized with the following officers: President, Edward Kraus; secretary, Fred Warner; treasurer, Adolph Marchalck. It has a membership of fifty.

The Oshkosh-Neenah road race will be run on next Monday.

MILWAUKEE, August 28.—Raymond Hamilton, the bicycle thief, was yesterday sentenced to five years of imprisonment by Judge Wallber of the Municipal court. This is one of the heaviest penalties that has been imposed here for grand larceny. The judge considered Hamilton's theft equal to horse-stealing. He will be taken to Waupun tomorrow.

## JERSEY RACING.

NEW YORK, August 27.—There were fully twenty-five hundred persons present Saturday at the race meet of the A. L. Withers Cycle Co., of Paterson, N. J. The races were contested on the Clifton, N. J., three-quarter-mile track, which was formerly used as a horse-racing course by the Passaic Agricultural Association. The large size of the track made it perfectly safe to start all entries in each event, instead of stretching them out into several trial heats and a final. It would have been impossible to have had the track in any better condition, the time made in various events proving how well the management had prepared the course. Several delays occurred which could have been averted, and in Paul Grosch's record trial the timers failed to catch the time. This necessitated a great deal of extra preparations on Paul's part, and later on in the afternoon when he again went for the existing quarter-mile unpaced record. He covered the distance in :28 flat. Several of the newspaper men caught :27 $\frac{3}{4}$  on his first attempt, and it was a pity that he was not officially clocked. If Tyler's and Taylor's new times for the distance are not accepted by the Racing Board,

Paul Grosch will be granted the record. It is just possible that the other two men's times made recently at Springfield will not be allowed.

G. Fred Royce, the pride of the Patersonians and the neighboring territory as well, showed up in excellent form. In the mile open, Referee Fred Hawley placed a 2:35 time limit on the race which was ridden 5 seconds slower. There was no run-over, and as Royce won so easily, Referee Hawley was hooted at by the "Royce Rooters" for his decision. The quarter-mile event was won by Royce easily in :31. He really had no one to beat as Blauvelt was in poor shape, owing to his recent fall at Plainfield, N. J. In the mile and a half handicap, Blauvelt rode excellently up to the mile, passing eight men in that distance, but the pace was one that killed, and E. L. died a natural death. The team race was of great local interest, Royce finishing in the lead on each of the first three laps. The weather was as nearly perfect as could be, there being a clear sky and no wind to speak of.

### Summaries:

Quarter-mile scratch.—G. Fred Royce, first; E. L. Blauvelt, second; E. Holsom, third. Time, :31.

One and a half mile handicap.—E. Holsom, first; P. C. Hardifer, second; B. L. Jacobus, third; T. Hughes, fourth. Time, 3:25.

One-mile open.—G. Fred Royce, first; F. Nagle, second; Geo. A. Beckwith, third; F. J. MacMahon, fourth. Time, 2:40 $\frac{1}{2}$ . No race.

One-mile handicap.—G. A. Beckwith, first; T. Hughes, second; F. D. White, third; W. S. Slavin, fourth. Time, 2:10.

One and a half mile tandem.—G. Fred Royce and E. L. Blauvelt, first; P. C. Hardifer and W. J. Hardifer, second; F. Nagle and C. M. Ertz, third. Time, 3:50.

One-mile, 2:30 class.—W. S. Slavin, first; C. M. Ertz, second; G. B. Smith, third. Time, 2:23 $\frac{3}{4}$ .

Three-mile team race.—Tourist Cycle Club, Paterson, N. J., 28 points, first; Keystone Cycle Club, 8 points, second; East Side Wheelmen, 8 points, third. Time, 8:38.

There were only Class A events down for decision. In the team race the prize was an elaborate silver cup, presented by E. C. Stearns & Co., which must be won three times before becoming the permanent property of any club. A magnificent silk banner was presented the Tourist Cycle Club for winning the most points in races during the day. The meet was the first one that the A. L. Withers Cycle Co. had ever promoted; in the future it will be made an annual affair. The music furnished by Robinson's American band was good, and served to make things lively during the wearisome drags of the afternoon.

## HOW TO CURE LOAFING.

PHILADELPHIA, August 25.—Loafing in bicycle races has become a great nuisance during the past season, particularly in this city, and local enthusiasts are beginning to think that something should be done to obliterate this evil. It has done more to injure the sport than probably any other tactics of the racing men, and how to put a stop to it is puzzling a great many heads. Many events at the local meets have been declared "no race" by the referee, and, in one instance, nearly all of the races were declared off. Eddie Miller, the Vineland racing man, has come forward with an idea that seems practicable and which was published in the last issue of *Cycle Guide*. His idea is to select a pacemaker from the riders in the heat, who will set a hot pace for two-thirds of the distance, and the riders will then be compelled to contest for a place so as to be eligible to ride in the final heat. The pacemaker is to have the privilege of dropping out after his work is done. This suggestion is a good one because no one in a race cares to set pace, from the fact that by riding in a bunch their chances are fairly equalized until the last quarter is reached, and also that pacemakers are

### Rarely Ever Winners.

The football team of the Century Wheelmen this year promises to be a strong one, and active training under the direction of competent instructors will shortly begin. Captain A. H. Allen is now very busy selecting candidates for the team, and his work is rather hard, when one considers the large amount of material he has to pick from. Last year's team won the local cycling championship, and the best of the old players, strengthened with promising younger elements should make an eleven able to hold its own with the best of them.

Entries for the second annual century run of the Time Wheelmen to Wilmington, next Saturday, are coming in rapidly, particularly from the different local clubs. The Century, South End, Alpha, Columbia, Ambler, Park Avenue, Meteor, Pennsylvania, and Quaker City Wheelmen intend making a great effort to win the special prizes, of which there are three. The Stockton Wheelmen, of Camden, N. J., and Hazleton (Pa.) A. A., will also be contestants. A large number of women riders, all wearing the regulation bloomer costume will also be in attendance.

From present indications it looks as though there would be

### But One Cycling Club in West Philadelphia

before long. The Pennsylvania Bicycle Club not content with having formed an amalgamation with the West Philadelphia Cyclers, has made overtures to the only other club in the western portion of the city, the Eclipse Wheelmen. The members of the latter, who are over half a hundred in number, look upon the scheme with much favor and at the meeting tomorrow night, which was called for the purpose of putting the question to a vote, it is expected that the motion to amalgamate will be carried.

Charles and J. Lagan, of the Century Wheelmen, made a successful attempt to break the tandem record on the five-mile course of the Park Avenue Wheelmen, on Montgomery avenue, yesterday. The road was



very rough, and the riding very difficult, but notwithstanding these disadvantages they lowered the time 57 seconds. Their time was 12:13, while the former record was made by Messrs. Kelly and Draper in 13:10. Following this performance the Wissahickon Wheelmen held their annual road race, which proved very successful. This event was open to all wheelmen in Germantown, in addition to the members of the club, and as a result the entry list was a very large one. The start was made at 3:50, the men being handicapped by minutes and seconds, and starting off accordingly. The contestants were pretty well scattered for the first four miles, but after that they began drawing closer together, and within a half mile of the finishing line they were well bunched. Here

The Pace Became Desperate,

and the men put on all steam, making the finish one of the best that has ever been seen on the course. H. Nester was the winner of the race, while D. C. Griffiths carried off the time prize, a gold watch. The men finished in the following order: H. Nester, 1:00, first; S. White, 1:30, second; David Howard, 1:45, third; R. Topman, 2:30, fourth; A. Allen, 1:45, fifth; Joseph Harrison, 3:00, sixth; Charles Warnop, 2:45, seventh; J. W. Kinnier, 1:00, eighth; H. Whitman, 2:15, ninth; W. Watson, 1:00, tenth. Time, 14:58. Griffiths finished twelfth in 14:20.

THE BUFFALO-PITTSBURG RACE.

BUFFALO, August 25.—Buffalo's road riders received a bad set back in the 250-mile road race to Pittsburg yesterday and today. The contest was open to all, and, in addition, a team trophy was put up backing a challenge from Pittsburg to any teams of five men in the country. Both Buffalo and Cleveland accepted, and local wheelmen considered the trophy as good as won before the race.

Thirty-five riders were brought from all parts of Pennsylvania and West Virginia to Buffalo for the start, and the Cleveland and Buffalo teams joined the field at the tape. Naturally, the Buffalo team was confident, and from the pistol shot started to rush matters, so as to bake the other teams. They bunched together, and set a 3-minute clip for the first twenty-five miles, working away from the field. But, gradually, one by one, the Buffalo men dropped out, thoroughly baked themselves, and at 100 miles only two remained, and those, too, gave up the contest shortly after. With the Bisons away, the Smokettes had any easy win, although only two of the team finished under the time limit of 26 hours which was put on the race. Only one of the Clevelanders finished, but he was well up in front, and won a bicycle for his tough ride. George E. Williams, who is under L. A. W. suspension for two years for having competed under an assumed name in track events, won the race. He showed remarkable endurance, and finished in 20:37:00, a cut of over two hours from the previous record held by L. H. Bannister, of Youngstown, Ohio. Of the forty-five starters only ten finished under the time limit, and most of these were dark horses. M. W. Mignerey, of Buffalo, who finished fifth, is a married man, thirty-five years of age, and had never done any long distance work.

Summaries:

1—George E. Williams, Pittsburg.	20:37:00
2—Charles D. Wallin, Erie.	21:15:30
3—Louis Grimm, Cleveland.	22:06:45
4—C. M. Wakehe'd, Pittsburg.	22:18:00
5—M. Mignerey, Buffalo.	22:39:00
6—L. R. Dillon, Wheeling.	23:37:00
7—John Arbens, Jr., Wheeling.	23:58:45
8—C. P. Schaughency, Connonsburg.	27:29:00
9—William T. Bott, East Liverpool.	25:42:00
10—O. T. Morowsky, Wilmerding.	25:45:00

CHICAGO Y. M. C. A. RACES.

There are six bicycle clubs in the various departments of the Chicago Y. M. C. A., and they held a meet on the Thirty-fifth street track last Saturday to see which club had the best riders. The day was fine but a strong north wind prevailed which made the time slow. Sixty riders were entered in the various races, the novice and all the open races being run in three heats.

One-mile novice.—D. L. Barnside, first; L. G. Bassett, second; H. W. Culver, th'rd. Time, 2:45.

Third-mile open.—A. V. Jackson, first; O. Adams, second; P. J. Dasey, third. Time, 53:25.

One-mile handicap.—D. L. Barnside, 235 yards, first; O. Conovers, 195 yards, second; L. G. Bassett, 175 yards, third. Time, 2:19.

Two-mile team race.—Ravenswood team, first; Garfield Boulevard team, second.

Two-mile handicap.—D. L. Barnside, 460 yards, first; O. Spielmann, 300 yards, second; O. Hoflund, 540 yards, third. Time, 4:56½.

Half-mile scratch.—A. V. Jackson, first; P. J. Dasey, second; J. W. Johnson, third. Time, 1:23.

Two-mile lap race.—A. V. Jackson, 19 points, first; I. W. Johnson, 8 points, second; V. W. Ollier, 5 points, third.

Five-mile handicap.—This race brought out a large field of starters, and made the judging difficult, as there was a difference of opinion between the scorers. However, the race was given to W. G. Black, a man with a handicap of 1,247 yards; D. L. Barnside, second, and S. H. Fetherston, third.

The unpaced mile for the Chicago Y. M. C. A. championship gold medal was taken by A. V. Jackson in 2:33. The next man to him was H. E. Dimon, who made 2:40.

CHICAGO ROAD RACES.

The ten-mile world's road record was smashed last Sunday in Chicago. W. Bainbridge, winner of time prize in the Chicago road race did it in the annual ten mile road race of the Columbia Wheelmen, over the west side course. There were fifty starters in the race, Gardiner, Bainbridge, Doyle and DeCardy being on scratch. A tandem, manned by Rau, winner of the

Chicago road race, and Ben Hampton, picked up the scratch men half a mile down the road and made the pace hot for the first five miles.

Here another tandem with two Chicago Cycling Club men aboard took hold. Before they had gone a quarter of a mile, Gardiner punctured his tire, and while he was changing wheels with Walter Christianson, the tandem ran away with Bainbridge. Shortly after the 1-minute men were overhauled and Lund was the only one able to hang on to the tandem, which was traveling at a 2:30 clip. Gardiner in the meantime was in pursuit of Bainbridge, but was unable to make up lost ground. The men in front were overhauled easily, and Bainbridge ran into fifth place, getting time prize, and breaking world's record. His time was 26:13½. Lund had managed to hang on and got second time in 27:15, well under state record. Gardiner finished fourteenth, getting third time. Bainbridge and Gardiner rode Thistles fitted with Morgan & Wright tires, while Lund rode a Columbia. The race was won by J. M. Pike, from the 6:30 mark. The first twenty men to finish were:

PO	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	J. P. Pike.	6:30	30:35	11	George Lindsay.	6:00	33:04
2	O. Solum.	6:00	30:07	12	C. Bittrick.	4:30	31:45
3	R. R. Fletcher.	6:30	30:48½	13	A. G. Bald.	4:30	31:48
4	Theo Foug.	5:00	30:43	14	A. G. Gardiner.	Scr.	27:20½
5	William Bainbridge.	Scr.	26:13½	15	W. Nessel.	1:00	28:21½
6	C. Anderson.	3:00	29:14½	16	F. J. Kugler.	3:00	30:28
7	J. D. Lund.	1:00	27:15	17	W. J. Doyle.	Scr.	27:34
8	E. Demme.	3:00	29:19	18	A. Prince.	2:30	30:07
9	John Rau.	3:30	30:08	19	F. Schinneer.	2:00	31:02
10	P. H. Peterson.	7:30	34:30	20	F. J. Schubbe.	3:30	31:32

The Illinois Race.

W. S. Snow, with a handicap of 6 minutes, walked away with the Illinois Cycling Club's ten-mile road race last Saturday from a field of sixty-five starters. The race was run in rather slow time on account of the strong wind blowing. F. A. Rogers, a 15-second man, walked off with time prize in 31 minutes. H. H. Upp, from the same mark, got second time, and W. E. Kenyon, third. The first twenty men to finish were:

NAME.	TIME.	HDCP.	NAME.	TIME.	HDCP.
W. S. Snow.	33:40	6:00	N. Y. Quigley.	31:42	2:45
R. L. Carson.	33:15	5:30	S. H. Barnard.	34:23	5:00
F. Beaton.	35:33	7:30	R. J. West.	31:57	2:30
H. T. Stanwood.	31:42	3:30	W. S. Miller.	32:12	2:45
W. H. Lum.	34:30	6:00	P. H. Waldram.	32:29	3:00
C. H. Buehler.	34:38	6:00	T. Carce.	35:14	5:30
R. B. Chase.	33:29	4:45	George D. Keut.	34:39	4:45
C. C. Hammerly.	33:48	5:00	C. G. Johnson.	32:55	3:00
F. Pearson, Jr.	42:30	3:30	W. E. Metzel.	32:42	2:45
F. H. Brown.	31:50	2:30	J. V. Bursite.	34:27	4:30

The Lincoln's Race.

The annual ten-mile road race of the Lincoln Cycling Club was run over the North Shore course Saturday. A. B. Horn, from the 1-minute mark, won both time and first place in 29:12. This time, considering the strong wind, which prevailed, was remarkably good. The finish:

NAME	TIME.	HDCP.	NAME.	TIME.	HDCP.
A. B. Horn.	29:12	1:00	A. R. Gormully.	33:45	4:00
F. J. Volkman.	30:24	1:30	H. L. Pound.	33:00 2 s	3:15
H. A. Bottomly.	32:59	4:00	F. Schmidtgal.	33:15 3 s	3:30
A. P. Peck.	29:15	Scratch	P. P. Lobig.	32:38	2:00
H. M. Taylor.	30:07	45	F. L. Durr.	33:32	2:40
J. T. Swarthout.	30:17	45	John Marsh.	38:04	7:00
C. D. Stephens.	33:33	4:00	James Zahn.	34:27	3:15

Gotham Gossip.

NEW YORK, August 25.—Sixty-four prizes will be awarded in the Labor Day twenty-five-mile road race, under the auspices of the A. C. C. of N. J. Carl Von Lengerke has the affair in charge and reports many entries and much general interest. A. H. Barnett says he feels almost certain of his ability to break the existing record for the distance in a road race.

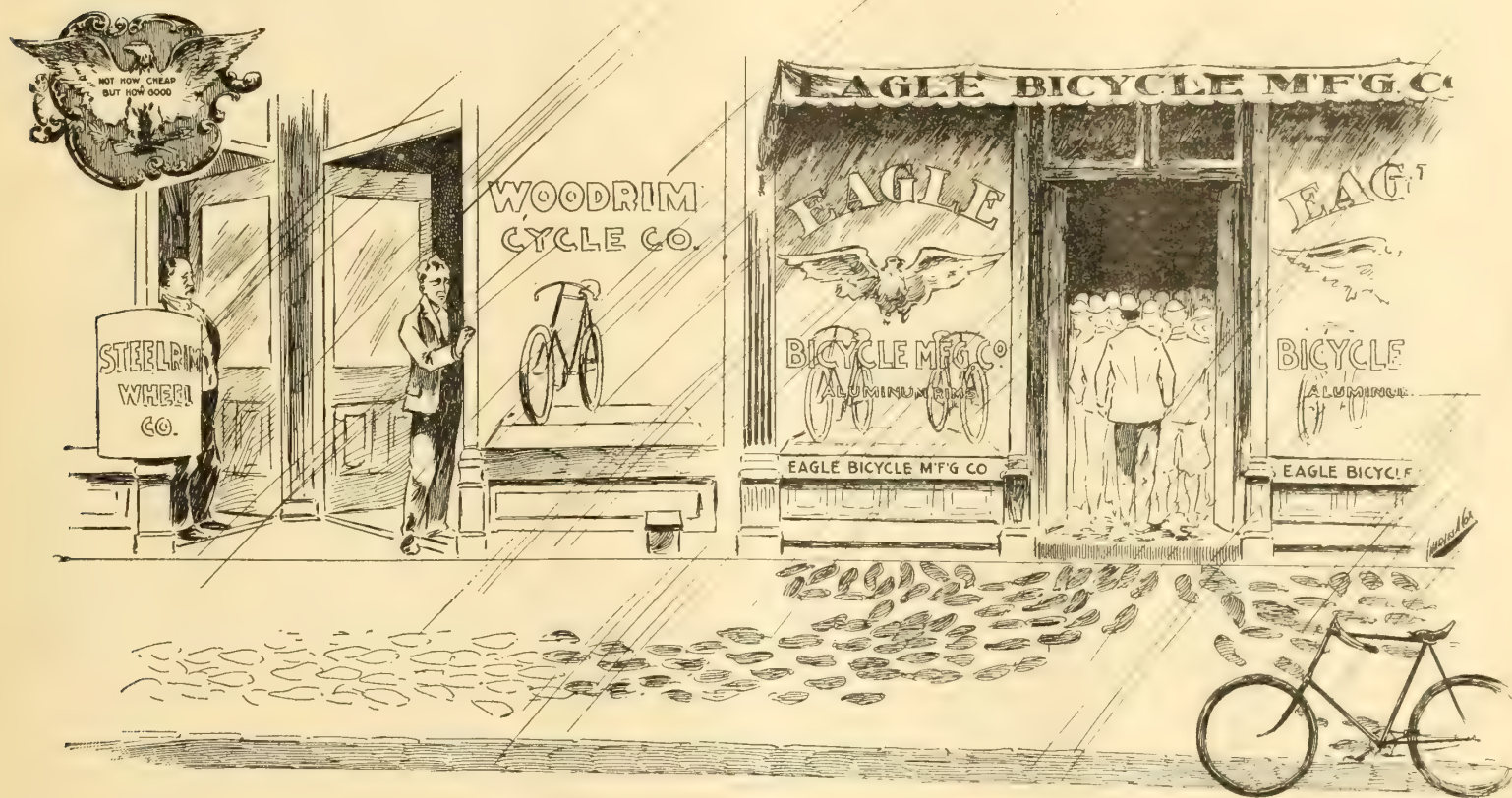
Seventy-five wheelmen started on a run to Long Branch and return yesterday, at 6 a. m. They were all novices and the ride was under the management of the Young Men's Institute Wheelmen. Shortly after 11 p. m. the party reached the Battery via a Staten Island ferry boat, having maintained the scheduled time until a bad stretch of sandy road through Haunted Forest was reached, where it was impossible to ride after dark. The tired riders were compelled to walk their machines through this stretch, which lost them fully an hour. Seven ladies started, of whom three finished up in front. They were Miss Schwartz, Miss Eagleton and Mrs. T. Fredrickson. The others were Miss M. E. Wilson, Miss Florence Stewart and the Misses Maggie and Nellie Sullivan.

Edward Gregoire, of the Montauk Wheelmen, is trying to get permission to use the half-mile track of the Parkway Driving Club for an attempt at lowering (or raising) the 24-hour American record. If negotiations are successful the attempt will be made at an early date, and that the record will go seems to be a sure thing.

George H. Fitchett, also of the Montauk Wheelmen, is developing into a most wonderful rider. He has only been actively interested in the sport during this year, and yet he knocked off five miles in practice recently in 12:28.

The combined century run of the Gramercy and Lexington Wheelmen of this city is promising big things. The route to be taken will be from Madison Square Garden to Islip, L. I., and return. Every one who rides is invited to attend. Carl Von Lengerke has been requested to act as captain of the run.





ACTIONS SPEAK LOUDER THAN WORDS.

*The Winner rode a "Triangle"*

## A Few Class A Events

Which we have so far failed to chronicle, that were won on

### THE "TRIANGLE:"

At Steubenville, O., Geo. D. Comstock:

FIRST DAY—First in 2 mile handicap. First in 1 mile handicap.  
SECOND DAY—First in 1 mile handicap. First in 2 mile handicap.  
Third in half mile open.

At Warren, O:

First time prize in 10 mile road race. First in 2 mile open. First in 5 mile open. Third in 1 mile open.

At Marysville, Mo., W. C. Williams, of St. Joseph, Mo:

First in 1 mile open. Third in quarter mile open. First in 3 mile lap race. Second in quarter mile open.

At Rochester, N. Y., T. C. Uhlen,

First time prize in 25 mile road race.

MIND YOU! ALL CLASS A MEN.

**THE PEERLESS MFG. CO., Cleveland, Ohio.**

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast. THE SELTZER-KLAHR HDW. CO., 535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania and New Jersey.



## KENTUCKY HAPPENINGS.

LOUISVILLE, KY., August 27.—A new cycling paper has been born in Louisville, and is called *The Cycling South*. The business manager is B. E. Brown, while Owen Lawson, the present secretary-treasurer of Kentucky division, will handle the pastepot and scissors. It will be issued semi-monthly in the interest of the cycle trade and sport in the south. The first number will be issued September 1, and thereafter on the first and fifteenth. Mr. Lawson is too well-known to the readers of THE BEARINGS to need any further description, than there is no better posted man on cycling topics than he. Of Mr. Brown very little is known. He was born and raised in Peru, Ind., and for the past few years has been engaged in newspaper work in every one of the principal southern cities.

For a long time wheelmen visiting the public parks have had a great deal of trouble on account of collisions with other vehicles at night. The greatest number of accidents have occurred on the boulevard, which is outside the city limits, and is not lighted. Petitions to the park commissioners had no effect until last week when one of the most prominent business men of the city was run over and had three ribs broken. Cyclers complained that the drivers of the vehicles could see them on account of the lanterns, but would not turn out of the road, even if on the wrong side, and the result has been a badly damaged wheel, the rider usually escaping injury. After the accident referred to in the above, the park commissioners passed the following resolution:

That the following additional regulations be adopted by this board as one of its ordinances: No vehicle shall be allowed on the parkways or in the public parks after dark without lights; any violation of this regulation shall be punished by a fine of \$5.

In the early part of the present month, it was discovered that several parties had entered in the Kentucky division championships, and who were not members of the L. A. W. at the time. The question was put to Mr. Raymond, Are these parties guilty of false entry if they did not start in the races? Mr. Raymond answered as follows: The mere entering of a division championship might be susceptible of an honest explanation (providing a man did not ride), which would allow us to excuse him, as he had not committed an injury to any competitor. Therefore, while a man would become *liable*, it does not necessarily follow that he should or must be punished. There is a wide distinction between an actual injury inflicted, and a fault partially committed.

It is now settled beyond doubt that Louisville will have a three-lap track. The ground has been donated free of rent for ten years, and the necessary amount of money has been raised to build the fences, grand stands, and other necessities. Through some inside information, THE BEARINGS

is enabled to give the names of a majority of the gentlemen who will compose the directory, a week before the organization is perfected. Samuel Cassidy, cashier of the Bank of Commerce, will be president; W. J. Baird of David Baird & Sons, will be vice-president; Edw. A. Neuhaus, Jr., of the German National Bank, will be treasurer; John H. Page, deputy circuit clerk, will be secretary, and the other directors will be O. W. Lawson, Thos. R. Crump, and Tony Laudenwich, the owner of the grounds. There will be two other directors, one each from two clubs which will delegate a member for the office. As soon as the organization is perfected, and the directors and officers elected, steps will be taken immediately to collect the subscriptions, and then the contracts will be awarded for the work necessary. Mr. Laudenwich has agreed to build a cement track, equal to any in the south, if it can be done, at least no time or money will be spared in that line.

When the Kentucky member of the Racing Board was in the city last week, the following questions was put to him by the promoter of a road race: There is a young man in Louisville who has been suspended by the Racing Board from all *track racing*, does that suspend him, or prevent him from riding in a road race? Would the riding in a race with a man under suspension affect the amateur standing of the other contestants? At first, he answered no, basing his answer upon the stand taken by the Racing Board regarding non-interference with road racing, but after a second thought, the question was seen in a different light, and the question has been put to Mr. Raymond, whose decision will be final.

G. M. Allison & Co. were worked by a sharper last week and are now short of a Columbia bicycle for which they did not receive any recompense. A neatly attired gentleman came into the store and stated that he was a traveling man in Louisville and that he had some spare time that he wanted to pass in riding around the city. He stated that he was unacquainted in the city, but that he was registered at the Louisville Hotel. One of the clerks went down to the hotel and found on the register F. P. Hall, Fenton, N.Y. Everything proving straight, no one thought to ask for whom he was traveling, but the wheel was given him and he left, saying he did not know exactly when he would return. And he did not, for the wheel has not yet been returned. The hotel bill was paid and the party left without any trace of his destination being found. The wheel was an almost new Columbia, No. 16,420, '94 pattern, and it is believed that it has gone to swell the large number of other wheels stolen in different cities by an organized gang. It is safe to say that a stranger will have to deposit the value of a wheel with the agents in the future, before he can rent a wheel.

The Skowhegan (Me.) Wheel Club is arranging a tour to Quebec for bicycles and carriages. It will also give a Class A race meet on Sept. 27.

THE  
WORLD'S RECORD  
FOR 10 MILES  
ON THE ROAD  
IS HELD BY  
THE THISTLE.  
IT IS 26 MINUTES 12 SECONDS.  
WM. BAINBRIDGE DID THE TRICK.

## DO YOU KNOW

What wheel captured six first prizes at Denver? It was

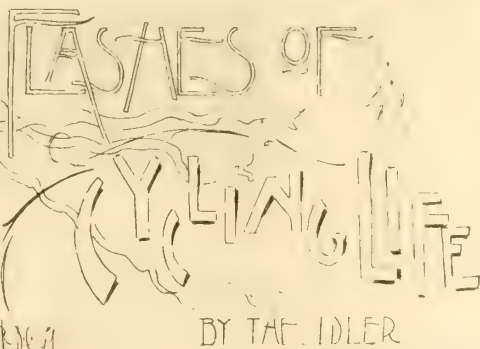
THE THISTLE.  
YOU WILL RECALL

That the \$500 chest of silver given as first time prize in the Troxel Road Race, was won by a

THISTLE.

FULTON MACHINE WORKS, MAKERS,  
82-84-86 FULTON STREET, CHICAGO.





That the bicycle has a great military future before it was apparent to every one who had an opportunity to see what it could do when called upon during the recent industrial revolution. For five weeks—during the whole time, in fact, that the first regiment, I. N. G. was at Pullman and its vicinity—I lived in the "model town" as war correspondent, and I took a special and peculiar pride in the big recognition that Colonel Turner, the commanding officer of the district, gave to the cycle as an instrument of war.

In the first place the gallant colonel is a friend of the cycle, and of cyclists. All of my readers who were fortunate enough to attend the big banquet at the Auditorium two years ago will remember that fine officer. The affair was in honor of Colonel Burdett, then president of the L. A. W. It was given just after the Pullman road race, and a few weeks after the first relay ride, I mean that originated and so successfully conducted by THE BEARINGS. We had at table that memorable evening 250 cyclists of Chicago. At the speakers' table were the lamented Carter H. Harrison, Major-General Miles, the commanding officer of the Department of Missouri, U. S. Army, with his staff; Colonel Burdett, the Rev. Dr. Thomas, chaplain of the First Regiment; Charley Graham, the inimitable artist of Harpers, Colonel Pope, and a few other prominent people. Colonel Turner was toast-master, and a good one at that, one of the most happy I have ever seen.

Well, on that occasion the bicycle was discussed from every point of view, and the unstinted praise that General Miles lavished on it from a military standpoint made every one that heard him aware of the fact that the general is several centuries ahead of some few of his fellow high officers in the army.

But I am wandering. I started out to say something about the work done by the wheel in the late campaign at Pullman and I must stick to my text. The First Regiment, being made up of the flower of Chicago's young manhood, has, of course, its proportion of wheelmen on its roll. Several of the officers are cyclists and there is no end to the cyclist-sergeants and the cyclist-privates in the regiment. The first thing Colonel Turner did after his arrival with his men at the Pullman district was to pitch his tents at Fordham. The next thing he did was to send out for four bicycles.

"Adjutant," said the colonel, "send out and bring in four good bicycles. I don't care where you get them."

Adjutant De Remer knows the colonel and knows his own job. But the command he received was a stunner. Where could he get bicycles at Fordham. He had never been to Fordham in his life and he didn't know who had bicycles. But he had, like the whole world besides, heard of the Pullman road race and he divined that Pullman itself must be near by. He could, so he argued to himself, get bicycles at Pullman if they were to be got anywhere. And so the shrewd adjutant just telegraphed to Major Tolman who had command of the battalion stationed in the Hotel Florence, Pullman, the following message:

Major Tolman: Send at once four bicycles (any make) to this post. By command of Col. Turner De Remer, Adjutant.

"Great heavens!" exclaimed the major when he clapped his eye on this message. "Bicycles! what do they want them for? Well, I suppose we'll have to get them. Captain!"

The captain who was the major's adjutant approached and saluted.

"Send out," ordered the major, "and get four bicycles. Send them at once to Colonel Turner's headquarters at Fordham."

The captain saluted with the stolidity of a wooden cigar sign, went into the next room and wrote on a slip of paper, "Send four bicycles at once to headquarters." "Orderly!"

The orderly came. "Just give to Lieutenant Cole," he said.

The orderly looked up Lieutenant Cole and handed him the major's order. Lieutenant Cole was in a pretty fix. Bicycles! There wasn't a bicycle in sight. While the brave lieutenant was standing on the porch of the hotel looking across the Oklahoma-like stretch of land that marks the domain of the Marquis of Pullman toward the west, he saw three working men riding up on old, solid-tired wheels.

"Guard!" roared the lieutenant, "seize those wheels!" A corporal and four men at once tumbled down from the porch, and in the next half second the three solid-tired cycles were stacked up near the porch and a soldier guarding them. The trio of working men got out of range across the lawn as fast as their legs could carry them.

Unfortunately, the lieutenant had orders for four wheels, and here he had but three. Where was the other one to come from? While he was chewing his cud over it, big beads of sweat standing out on his forehead,

the only dude in Pullman chanced to ride up to the hotel, on a brand new pneumatic.

"Guard!" once more roared the lieutenant, "seize that wheel!"

Once more was the stern order obeyed, and another cyclist was left disconsolate. Indeed, the poor boy was glad to have a reasonably large share of his life left him, to say nothing at all of the wheel. The four wheels were piled into one of the Pullman company's delivery wagons and dispatched to the colonel's headquarters, two miles north.

In just three-quarters of an hour after issuing his command the colonel had his four wheels.

"It's a mixed lot," said the colonel, smiling, "but I suppose it's got to do."

Then he told his adjutant to send out for four men in the regiment who ride well on the wheel. This command was more easily filled, and presently in trooped two sergeants and two privates, spick and span as if they had just been turned out of a band box.

"Now, gentlemen," said the colonel as he sized up the party, "I've got my bicycle courier service organized."

And he had. And a first-class service it was too. The next day the four wheels were brought back to Pullman to be ultimately restored to their owners, I believe, and four nice, clean, new, heavyweight wheels brought down from the city. The four couriers used their wheels daily. For the first week they had a pretty hard time of it. The strikers, catching them abroad at night, pelted them with stones, and one of the boys (I am sorry I can't tell you his name), stopped a malicious fellow and made him run into camp before the muzzle of a tremendous colt's revolver. So fierce did the aggressors become that it was found necessary to make the courier service a secret one, which was done.

After that the service became almost indispensable, for it was really a secret service. The soldiers in ordinary cycling dress rode freely by day and night among the strikers and brought back valuable information to headquarters.

The service was quite useful in many ways. One night I was sitting in the colonel's room after he had moved his headquarters from the field at Fordham to the Hotel Florence in Pullman. A message came to him by telegraph from Brigadier-General Wheeler in the city wanting to know if there was a fire in the Pullman district. The colonel at once ordered the cycle service, now increased to the number of eight, to go out and scout the entire country. In less than an hour the whole corps had returned with the word that there was no fire of any dimensions in the district. This is only one incident among many in which the cycle was constantly used.

The service, by the way, was no joke. It was hard work and there was no grade of troops at Pullman that earned its soldier-like appearance on the return better than the chaps who did cycle duty. It was, as may be imagined, a dangerous service too, but luckily the boys all escaped serious injury from contact with the revolutionists.

That the cycle is useful in time of war was proved by one fact in the Pullman campaign. As soon as the other side found out that the state was using cycles it organized a wheel scout service of its own and the officers of the First admitted that these emissaries of the strikers, shooting by at all hours and at a pace which made it impossible for a whole company of cavalry to stop them, were a greater source of annoyance to law and order than 1,000 rioters. The revolutionists had a perfect system of cycle scouting and its work between the headquarters of the Debs party at Kensington and the headquarters of the troops at Pullman was of vast assistance to the cause in the early and exciting stage of the work.

Among the regular army officers who have an abiding faith in the great utility of the wheel in war is Lieutenant O'Brien of the Fifth Infantry, who told me one day while aboard his patrol train that no army, in his opinion, is complete without a full and complete equipment of cycles in every department of the service where the wheel can be used.

But, of course, the wheel has not been given its proper share of credit in this fight. Its triumph is coming, however, and all we need to see it, is a little more vigorous and extensive action.

## B MEN SCARCE IN UTAH.

PROVO, UTAH, August 29.—Evans won the three-mile championship here today in a heavy wind in 8:14%. He also won the half-mile open, Class A, Weiler finishing a close second in both races. Nels Nelson was a winner in the Utah County championship. Boles won the quarter-mile open in Class B, defeating Collier by a length, and Collier retaliated by beating Boles in the one-mile handicap by starting from the 100-yard mark and beating Boles by the amount of his handicap. These were the only Class B men in the races today. Ziegler, Foster and Pierce having left for home a heavy rain storm stopped further racing.

### Summaries:

Half-mile open, Class A.—C. M. Evans, first; Geo. L. Weiler, second; G. McIntyre, third. Time, 1:17%.  
Quarter-mile open, Class B.—O. E. Boles, first; Jas. Collier, second. Time, :33.  
Three-mile state championship.—C. M. Evans, first; Geo. Weiler, second; T. S. Jensen, third. Time, 8:14%.  
One-mile handicap, Class B.—Jas. Collier, first; O. E. Boles, second. Time, 2:25%.  
One-mile, Utah County championship.—Nels Nelson, first; Theo Samuelson, second; Will March, third. Time, 2:57%.

A. E. Smith, a letter carrier, will leave Chicago tomorrow for New York after the Stanwood's record. He will ride Morgan & Wright tires.





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, AUGUST 31, 1894.

No. 26.

Published every Friday by  
**THE HILL CYCLE MFG. CO.**  
OFFICE AND FACTORY,  
142-148 W. Washington St., Chicago.

**SUBSCRIPTIONS:**  
Models 18 to 22, Racers, \$150.  
Model 25—Road Wheel, \$135; Palmer tires and wood rims  
Model 27—Road Wheel, \$128; M. & W. tires and wood rims  
Model 29—Road Wheel, \$125; M. & W. tires and steel rims  
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.  
EDITOR, FRANK T. FOWLER.

### A FEW THINGS ON THE SIDE.

Hanson rode a Fowler King B on his record ride.

Those Fowler bearings do their share in making competitors yell—"As good as the Fowler."

One of the world's champions on being asked at the Denver meet where his trainer was, remarked: "He's at the factory trying to get me a decent wheel built." This is not hearsay, either.

One thing here: The Hill Cycle Mfg. Co. has never constructed a "special" racing wheel. We can make affidavit to the fact that no one Fowler ever receives more attention than an other. Every wheel is a sample, every wheel is a special. How many manufacturers can so affirm and back it up? Our every day "samples" and "specials" are what make 'em yell, "As good as the Fowler."

Some time ago we noted in an "ad" that So and So, in a long ride, had to stop and clean the mud out of his bearings. Hanson rode through mud and water for 7 hours and his bearings came through clean. Although obliged to dismount and have the mud scraped from front fork and rear forks, owing to the close build of his light wheel, yet his bearings fulfilled our claim for them—dust and mud proof.

### "LET THE EAGLE SCREAM."

"Where is the fellow who said the Fowler wasn't a winner? Where is he? Five firsts, two seconds, three thirds, out of seven events. The way to do it 'is to do it on a Fowler.' Ask the boys who rode them."—[From ad of Ives & Jennings, Oneonta, N. Y.]

## TRULY A MARVEL.

**A. A. Hanson, the new twenty-four hour champion, is king at long distance riding.**

Some of his wonderful performances this season on a Fowler.

A. A. Hanson, who electrified the cycling world by his marvelous twenty-four-hour ride, is, without a doubt, the greatest road rider in the world. Last season he won the Morgan & Wright prize for the greatest number of mileage on their tires (8,114), and also one for the most meritorious single performance (224 miles in 20 hours 10 minutes). His twenty-four-hour ride, part of which was made in the dark and in a drizzling rain, is without an equal. Under favorable conditions he can put the world's record "out of sight." He has never participated in track events, his forte being in hard road riding. He intends going again, and, if conditions are favorable, you may look for a smash in records heretofore unheard of.

This year, beginning in March and up to July 15, this wonderful man has ridden 10,000 miles. He has taken every precaution that his mileage could not be doubted and has special cards printed for the noting of time of arrival at every town he passes through, having one signed by the postmaster, or some well-known person.

So much for the unapproachable champion. As to the wheel he rides—the Fowler—his marvelous performances on it add to its many triumphs a grand victory, the like of which no other wheel has ever known, or can honestly lay claim to. Our claims and statements at times may seem greatly exaggerated, yet to those of you who have followed us, you know that we make no idle bluffs, no untruthful statements. It is not needed that we gull the public about our wheel—it speaks for itself in such a forcible manner that our competitors continue to yell

"As good as the Fowler."

### SOME FOWLER WINS.

The Allegheny - Bakerstown thirty-five mile road race, first place and time prize on Fowler Bantam, ridden by B. G. Gable.

Findlay, Ohio.—One first, one second.

Paw Paw, Ill.—Two firsts, three seconds, two thirds.

Watertown, N. Y.—First place and first time, road race.

Dover, Del., State Championship.—two firsts, two seconds, two thirds.

Chicago.—First and time Clover Club's road race, three seconds, two thirds.

Duluth, Minn.—Two firsts.

Neillsville, Wis.—Four firsts, one second.

Steubenville, Ohio.—Two firsts, two seconds, three thirds. **World's Record** for boys under sixteen for half mile in the remarkable time of 1:07 1-5, beating the previous record made at Cleveland by 5 4-5 seconds. Fowlers also hold track records.

Rome, N. Y.—First in one half mile one-legged championship races, and the clipping off of some 5 to 20 seconds on all distances up to two miles by J. B. Cunningham, the undisputed one-legged champion of the world. He rode a twenty-pound Fowler King B.

Ottawa, Kan.—Two firsts, one third, second time prize, five-mile road race.

Laramie, Wyo.—Harris clips 3 seconds off of third-mile record on Bantam.

Mexico.—Five firsts, one second, first place and first time, ten-mile road race; third place same race.

Portland, Ore.—Two firsts. Chester Murphy has now won four out of five of the ten-mile match races, getting time prize in each as well as first place.

Pontiac, Ill.—First place and first time in fifteen-mile road race, also second and third places, and second time.

Greenville, Ohio.—One second, one third.

Oxford, Penn.—James Gebhart, of Wilmington, Del., on Fowler Bantam, wins the mile open from large field. The pleasing part about this win is in the fact that Mr. Gebhart owns a twenty-one and a half pound S—, and borrowed a twenty-two pound Fowler from the Pyle Cycle Co., saying that he could "go faster" on a Fowler than his own wheel.

Sault Ste. Marie, Mich.—Four firsts.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## ABOUT THE CHICAGO SHOW.

Speaking of the Chicago cycle show the *Sporting Goods Dealer* says: It is rather early as yet to sell space for 1895 cycle shows, and to discuss with such energy as that which has of late characterized the pages of the cycling press, the advisability of holding the recognized show of the year at this, that, or at the other point. The aggressive action of Chicago, however, in organizing for the evident purpose of disputing honors with New York, has given a zest and interest to the cycle show question which renders the matter of "proper season" for discussion, one of little consideration. The entry of the western metropolis upon the lists for cycle show honors, is precisely what *Sporting Goods Dealer* anticipated and suggested in February last, after the close of the successful show at Madison Square Garden. Having been a Chicagoan ourselves, we well knew that Chicago was too ambitious and the center of too great a consistency in the cycle trade, to quietly accept the conditions created by New York, and calmly see the west sending its product eastward for exhibition purposes. Chicago was just as sure to hold a cycle show this year, as was New York to repeat the artistic success it scored last January, and to the *Dealer*, the holding of too great cycle exhibits, preparatory to the active season of an approaching year, one at New York, and one at Chicago, is in every way desirable, provided there is no clashing of dates for the two fixtures. If there is the slightest inclination to consult their own interests upon the part of both exhibitors and projectors, there will assuredly be no difficulty in arranging different dates within the same month, if preferred, for both exhibits, with sufficient time between, for the transfer of exhibits from one to the other point.

### Distinct and Separate Exhibits.

In this connection, however, we believe that there will be few if any exhibits at one show that will be identically the same as at the other. Every leading eastern manufacturer has either a branch house or an accredited agent at Chicago; likewise the majority of western makers have established eastern agencies. Thus the necessity for a transfer of exhibits will

be done away with, by simply commissioning the territorial representatives in their respective sections to secure space and make as creditable an exhibit as possible.

Beyond question this condition of things will give

### A Sectional Coloring

to each show. This is inevitable. The New York show will be quite certain to result in a gathering more eastern in character than it is western, while the western manufacturers will, in person, probably be present at the Chicago exhibit in far greater force than they attend the New York show. That this will be true of the purchasing contingent at both exhibits, is altogether likely. The percentage of western dealers who would come to New York during cycle show week, to look over the coming season's prospective product, could scarcely be a large one, for the reason that whether they handled eastern or western goods, they can by virtue of the agency system in vogue, purchase in Chicago to equal advantage and save the considerable expense of a journey to, and a fortnight's stay in New York city. The same conditions would naturally deter an eastern dealer from visiting the Chicago exhibit, and for these reasons, it seems to us, that taking the vast territory of the country into consideration, a show in the west—at Chicago—has become as desirable an undertaking as has a show in New York. For the same reasons we also believe that neither show will be national in character, or rather that one will have no more right to claim this broad and high sounding title than will the other. Existing conditions will make each necessarily sectional in character, although each may become really a national exhibit, if manufacturers, both east and west, should find it to their advantage, as we believe they will, to be represented at the one as prominently as at the other.

### There Should be no Rivalry.

It has been claimed by those more particularly interested in the eastern than in the western exhibit, that this and that manufacturer has positively announced his intention not to exhibit at Chicago, and these claims have been uttered in tones of exultation that betokened a spirit of rivalry, which, to us, seemed wholly uncalled for and out of place. New York, were it twice as big and influential as it is, could not stop Chicago in its present effort to outdo, or at least equal, the east in the production of a cycle builder's exhibit. Chicago will hold her show, and with the list of prominent manufacturers she can enroll from within a circuit of 250 miles of her city hall, coupled with the fact that she is distant nearly a thousand miles from New York, her exhibit will be pretty sure to go through with a hurrah and an enthusiasm that will make it a most gratifying success, provided of course the management is in competent hands.



THE DENVER BRANCH OF THE OVERMAN WHEEL CO.



## SYRACUSE CYCLE COMPANY'S PLANT.

The new and well-equipped factory buildings of the Syracuse Cycle Co., Syracuse, N. Y., are located on the corner of W. Genesee and Fayette streets, and may be conveniently reached by taking a Fayette street car, or by a Genesee street car. Or, better yet, ride a Syracuse bicycle. From the factory there is a very fine view of the entire city and Onondaga Lake, from which comes a most invigorating breeze, even on the most sultry day in summer. The entire plant is well lighted with electricity from their own new electric lighting plant, just completed. The buildings are also fitted with automatic sprinklers for fire, and a well-drilled fire brigade, composed of the factory employes, has been organized.

The building in which the offices are situated is of frame construction, and connected on the upper floors with main building by a covered passageway. On the first floor of this building is the main office, an elegantly appointed office of J. C. Bowe, vice-president of the company, stationary-room, dressing-rooms, shipping-rooms, etc. On the second floor is the private office of John A. Mundy, factory superintendent, and the crating-rooms. The third floor contains the drafting and experimental rooms in charge of William Van Wagoner, who is also factory inspector. A full line of machines are tastefully arranged on this floor for show purposes.

The main building is of brick, and built fireproof as far as practical. In the basement of this building are the extensive forge shops and the case-hardening department with its glowing furnaces. On the first floor are the main machine shops, tool-making department, and stockrooms for unfinished stock. The electric light plant is also located on this floor. On a level between this floor and the office building is the brick powerhouse, with necessary engine, boilers, fire pump, etc. On the second floor is the polishing department, with its solid rows of polishing machines, and glancing at it the room seems a perfect network of belts. The nickel-plating is done in a separate room on one end of this floor, where all work is first coated with a heavy deposit of copper before being plated in the nickel solutions.

The second floor is probably as interesting as any in the building, as it is where the bicycle begins to show some resemblance to a finished machine. The frames and forks are all fitted together here, brazed and filed, and turned over to the enameling department on the same floor. The gas used in the brazing—and, in fact, in all places where heat is used in the manufacturing operations—comes from a large Gilbert & Barker gas machine just put in; and this, in connection with other things, makes the plant independent as regards heat, light, power, etc. The enameling ovens used on this floor are made in the building, and are a novelty, being very large, yet portable, and heated independently of each other. There are several of these in course of construction. On the fourth floor are the stockrooms for finished small stock, and for finished frames, forks and wheels. The assembling and wheel making departments are also on this floor. All finished machines after their completion are taken across the elevated passageway to the inspecting room, then to the crating room, and then shipped. The remainder of the room in this building which is not utilized for other purposes is used for storage.

### Doings of the Rambler.

The Rambler people are justly proud of late performances on their wheels and tires. Bliss, Githens, Lumsden, and Ziegler have, during the past two weeks, established seven new world's records. At the national meet, Ziegler, Wells, and Foster, hitherto unknown except on the Pacific coast, romped away from the cracks of the land, carrying away half of the possible first B prizes, winning in all eighteen out of a possible forty-two prizes, breaking two world's records, and winning the national quarter, one and two mile championships. Chas. H. Roth, at Cincinnati, recently created a new state 1-hour record, going 22 miles and 1,251½ yards in the hour. All this was done on Rambler bicycles fitted with steel

rims and G. & J. racing tires. C. S. Wells, whose weight is 203 pounds, and who did such brilliant work at Denver, rode a sixteen-pound Rambler racer, fitted with steel rims.

## TRADE CHANGES.

FLORENCE, ALA.—The Florence Cycle Co. has enlarged the capacity of its factory, adding new machinery and tools.

TORONTO, CAN.—The Comet Cycle Co. has been given a permit by the city commissioners for the erection of a bicycle factory, to cost \$25,000.

NEW YORK, N. Y.—Persons & Muller Co., bicycle saddles, at 50 West Sixty-seventh street, sold out by sheriff, stock bringing \$550.

OSHKOSH, WIS.—The Rundell Hardware Co., incorporated by Joseph B. Rundell, John D. Bowes, and Charles C. Rundell. Capital stock \$8,000. Bicycles and bicycle supplies will be handled.

WASHINGTON, D. C.—W. S. McArthur, bicycles, at 701 Twelfth street, N. W., arrested on charge of assault preferred against William Barry, who was riding bicycle on street, when McArthur stopped him and wanted to look at the wheel, the boy owing him a balance on the machine. Barry refused to do this, when he was seized and taken off.

WESTBORO, MASS.—The Densmore-Yost Co., incorporated with a capital stock of \$250,000, 2,500 shares, value of each share \$100. Directors, Edward C. Bates, president; Clint Rowdebush, treasurer, and Henry L. Chase. The company will manufacture, deal in, buy and sell bicycles, tricycles, sleighs, and wheel supplies.

CLYDE, OHIO.—The Elmo Mfg. Co., bicycle manufacturers to get a large factory and better shipping facilities, and purchase a plant in this place, and are installing the most improved machinery.

OXFORD, MISS.—Oxford Hardware Co. has been organized with a capital stock of \$10,000, and will commence business in September. Correspondence invited concerning bicycle agency and bicycle supplies.

NEWPORT, R. I.—G. G. & A. H. Popple, bicycles, on record as having recently purchased real estate.

NEWBURY, ONT.—Dobbin Bros., hardware, bicycles, etc., partnership dissolved, G. B. Dobbin continuing the business.

TOLEDO, OHIO.—The Snell Cycle Fittings Co. have shut down to make necessary changes in their factory. New machinery and boilers will be added, three new buildings have been erected, and will be used by the lamp force, and for stockrooms. The factory has been running with a force of 325 men, which will be doubled when operations are resumed.

DES MOINES, IOWA.—The Pacemaker Bicycle Co., successors to the Kenyon Bicycle Co., report affairs of company in good shape, and doing a good business.

PORT JERVIS, N. Y.—The Bredder-Allen Cycle Co., at Paterson, N. J., seeking factory location here, to employ 100 hands, and to manufacture 10,000 wheels annually. If negotiations are successfully concluded, a \$25,000 plant will be erected. This company manufactures the Condor bicycles.

WORCESTER, MASS.—The Wire Goods Co. recently added new and improved machinery, to manufacture bicycle spokes. The company have fifty claims for patents on this machinery, pending at the patent office.

JACKSON, MICH.—The Fostoria Buggy Co., of

Fostoria, Ohio, is reported to be preparing to establish a bicycle sulky factory here.

INDIANAPOLIS, IND.—Roots & Co., bicycles, recently failed, have made proposition to creditors of settlement at the rate of 50 cents on the dollar.

GENEVA, OHIO.—Geneva Cycle Co. has been organized with a capital stock of \$100,000, with J. A. Turner president; H. L. Turner, of Chicago, vice-president; C. I. Chamberlain, Geneva, secretary and treasurer; A. F. Alderman, and C. H. Munger, of Geneva, and D. S. Hitchcock, of Chicago, with the foregoing, as directors. Mr. Hitchcock will be superintendent. The works were formerly located at Chicago.

FREEPORT, ILL.—The Freeport Bicycle Mfg. Co., plant sold to the National Sewing Machine Co., of Belvidere, Ill., and will be removed to that place at once.

NORTH ADAMS, MASS.—McLaren Bros., bicycles, gone out of business.

NEW YORK, N. Y.—Ira Perego & Co., bicycles, sporting goods, etc., offering creditors cash settlement at 45 cents on the dollar, or good time paper, or 50 cents on the dollar.

## They Did It on the Stearns.

George Redfern who broke the world's half-mile record for boys under sixteen at Steubenville, Ohio, August 2, in 1:07½, was mounted on a Stearns racer. At Suffolk, Va., August 2, a new world's record for an unpaced half mile, without handle-bars, was made by Walter Eckhart in 1:16, mounted on a Stearns. M. F. Carter, mounted on a Stearns, rode an unpaced quarter in :31 flat, establishing a new Virginia state record. At Syracuse, N. Y., August 14, C. Edward Wood on a Stearns Special established a new five-mile New York state road competition record; time, 14:26. At Leavenworth, Kas., August 8 and 9, G. A. Maxwell won the half-mile and one-mile state championships on a Stearns. Out of three Class A events at Denver, August 16, three prizes to each, riders of Stearns wheels won seven.





## ENGLISH TRADE NOTES.

LONDON, August 18.—I have been giving some attention during the last few weeks to the advertisements of second-hand machines which have appeared in the various cycling and other journals which make a specialty of this department, and have been surprised at the total number of cycles which are week by week placed before the public by this means. The prices, too, are often absurdly low, and there is little wonder that the trade in new machines is so depressed when there are so many really first-class cycles to be obtained at about a quarter their initial cost. The only cause for wonderment is what are the owners going to do? Are they intending to give up the sport? If so, it argues ill for the trade. For my own part, I think that the advertisements emanate for the most part from men who "know a bit," and who are taking advantage of the present price-cutting tactics to make an honest(?) penny. I have lately heard of several machines being ordered for this or that man's own riding, which have found their way into the second-hand market within a month from the date of delivery. This is even a worse form of swindling the trade than the bogus agent business, which is now so common. Of course, apart from this particular dealing in the best machines, there is a good deal of stuff being palmed off upon the public at the present time which is utterly worthless. Many of the machines are evidently manufactured purposely for the second-hand market, but, nevertheless, there are numbers of good cycles to be picked up cheap by those who know their way about. The specially made machines are for the most part rubbish, a fact from which the legitimate trade no doubt suffers considerably in the long run, though indirectly. These monstrosities are calculated to disgust the novice who is just taking to the sport, and his ill-success with them may, and no doubt often does, result in his giving up cycling. Still, I don't see what is to be done, seeing that the English wheel papers calmly accept any advertisement which may be sent them, so long as the needful stamps are inclosed.

I hear that, owing, I presume, to the craze for cheapness, there have been many complaints respecting the bad running of chains this season. With regard to the cheap machines I am not so much surprised—indeed, considering the prices at which some of these cycles are now turned out, I am only astonished that the wheels even revolve at all—but I can hardly credit the statements and complaints which I have heard respecting the chains of many of the high-grade safeties manufactured by the larger firms. The other day, however, I had some experience in the matter, when trying a machine constructed by one of the best, if not the best, firms in this country. I found that although the machine ran perfectly on the level and downhill, yet uphill the chain creaked and banged in the most alarming manner. Examination showed that the pitch of the gear wheel on the driving hub was not correct, another proof that manufacturers are too often content with spinning the wheels of their machines and judging their running powers under the most favorable conditions. The most extraordinary thing about the matter is that last year the firm in question fitted one of the sweetest running chains in the market.

Seeing the mania there has been for toe-clips and such like contrivances, I am rather surprised that Lawson's pulling pedals have not proved a greater commercial success. Perhaps it is the fact that a special attachment to the shoe is necessary that has prevented these pedals becoming popular, but whatever the cause may be, very few are in actual use. The side plates of the pedals are slotted in such a manner as to form hooks into which two screws, projecting from the sides of the sole of the shoe, catch when the rider pulls backward and upward. I have ridden a few miles with these pedals and find that they give an excellent grip to the foot, but I did not discern much advantage in the matter of power. By the way, I had the question propounded to me the other day as to whether the use of toe-clips or any other method of catching the feet to the pedals does not lead to slovenly action. With regard to ordinary toe-clips I am inclined to say yes, within certain limits, but with Lawson's pedals this objection can not be urged, as, unlike toe-clips, they allow the foot to slide forward, and, therefore, necessitate a certain amount of ankleing.

The Pneumatic Cycle Brake Co., of Manchester, have further improved their brake, though honestly I can't say that I think it will ever come into general use. However, for those who only require a brake when they are touring it is no doubt a good thing. As made at present it consists of a pneumatic chamber which is attached by short tubes and clips to the rear forks or diagonal of the frame of the machine, in such a position that when the air chamber is inflated by squeezing the pneumatic ball on the handlebar, which is connected with it by a flexible tube, it presses against the tire of the rear wheel. I am told that this brake is very powerful, and it certainly has the advantage of being applied to the rear wheel, which is, without doubt, by far the best place for the brake on the rear-driving safety, having in view the light front forks and frames which are now in general use.

I have been experimenting with Smith's covers on the tires of my machine, and have found a great improvement so far as puncturing is con-

cerned, and also a great diminution in the tendency to side-slip. The shields are made of compressed rubber, and hence in addition to offering considerable resistance to sharp objects, do not gape open should a cut occur. They are rapidly coming into general use, and the price is low, \$1 each, I believe, so that everything is in their favor.

A dreadful novelty, remotely connected with the cycle trade, has just been brought out, namely, the patent cycle revolver handle. This, as its name implies, is a revolver constructed in such a manner as to form a handle for the machine when not being put to its life-destroying purpose. I should not care to ride a cycle so fitted myself, but then my nerves are weak. Perhaps the arrangement might catch on in your country.

WILL O' THE WISP.

## NEW YORK OCCURRENCES.

NEW YORK, August 27.—The regularity with which Sidney B. Bowman, 956 Eighth avenue, loses wheels which he has rented out, is becoming the talk of the trade. About three times each week a bicycle which he has rented to some honest(?) person fails to find its way back to the store, until Sid has gone to the trouble and expense of putting men on the track of same. Strange to relate, the machines are invariably found in short order and recovered. Two cases which occurred last week were as follows: On Saturday last a Columbia wheel was rented from the store, and as it had not been returned by the following Monday afternoon, an investigation was started which caused the affable young dealer to learn that the fellow was a thief, whose photo adorned the rogues' gallery. Bowman gave the wheel up as lost, when, to his surprise, a boy brought it in with the intelligence that a man gave him instructions of how to return it. The same day Bowman dispatched one of his assistants down town to deliver a machine to a customer. When the assistant had found the right man in the big office building, he returned to the sidewalk to get the bicycle, but it was gone. But with the proverbial good fortune which seems to protect him, he received word from the janitor of the building telling that the wheel had been taken charge of by him to prevent its being stolen. These are only two cases of the way things have run during the past. Business seems to have taken a good turn of late with Mr. Bowman, who continues to negotiate sales the same as though it was spring time instead of fall.

The Herald Cycle Co., 114 Nassau street, are selling brand new Raleighs of last year's pattern for \$59. The manner in which these people buy up auction lots of wheels, allow them to sell them so remarkably low.

The special department for ladies and children, which the Equitable General Providing Co., of 29 Broadway, has prepared, has created a deal of favorable comment in the cycling fraternity. For \$5 down and \$6.25 per month for one year, this company sell Crescents and other good wheels. For \$15 down and \$9.50 per month for one year, either a Rambler, Victor, Liberty, or Phoenix can be secured.

Columbias, Crescents, Hartfords, and Fultons are also being sold by the Brooklyn Cycle Co. on the installment plan. Their store, at 555 Fulton street, presents a busy appearance for this season of the year. The branch store, at 1215 Bedford avenue, have nothing to complain of, business at both places being entirely satisfactory. Manager S. F. Frasick is to be congratulated on the amount of trade transacted this year. The Fulton especially seemed to create an excellent impression among customers.

Arthur E. Preyer, 1 Park place, has secured some of the stock of C. F. Stokes & Co., who went under recently. The bargains which Preyer offers in Sterlings and other high-grade makes, including Unions, Victors, and Raleighs, is something remarkable.

Last Thursday, at the factory of the "Simplicity 47" tires, in Passaic, N. J., a tire was pumped up to 450 pounds pressure without it bursting or exploding. This is fifty pounds more than was ever tested before, and demonstrates quite plainly how hard it would be to dislocate this one of Elliott Burris' latest ideas in tires. Next year will surely be a grand one for the sport and trade as well, and Simplicity tires seem capable of scoring a tremendous hit.

The American Ormonde Cycle Co., 10 Barclay street, are experiencing an unusually busy month, far in excess of any preceding August. Mr. Underhill, of the company, says that they have no reason at all to complain of the past season's business. The public are not slow in taking advantage of the extraordinary low prices placed on Raleighs, Crescents, Dauntless, and Oxfords, which this company carry.

Stephen T. Moen, the manager of Wilson-Myers' uptown Liberty store, at 1786 Broadway, is out with a suggestion that the seasons be changed, so as to read, winter, spring, summer, and the bicycle season. He says that, judging from his sales of late, September, October, and November will prove the best months of the year for Liberties. The instruction department, which is so conveniently located, adjacent to Central Park and the boulevard, affords an excellent place to learn the "trick." Competent men are in charge, and have all they care to do to teach the many patrons





G. Minturn Worden, of the Remington Arms Co.'s bicycle department looks hale and hearty after his vacation at the seashore. Worden is undoubtedly one of the most popular men in the local trade, and justly so, for none are so willing to take and give a joke as the smiling manager of the Remington store. Over one thousand wheels have been disposed of since August 1, which speaks well for the sterling merit of the machine and the personal popularity of Mr. Worden.

William H. Schumacher, at one time a prominent racing man in the east and a member of the Berkely Athletic Club team, has decided to retire from business. He has been located on Flatbush avenue, Brooklyn, for several years past, but has gradually sunk lower and lower until at last he is entirely submerged, and all because he did not believe in advertising. Schumacher is selling his stock at practically your own figures. He carried Eclipse wheels, Keatings, Royals, and Imperials.

E. J. Day, local manager for the Western Wheel Works' office at 35 Barclay street, is showing "a chainless, spokeless" machine, which attracts a huge amount of interest. It is a relic, and while it does not raise its maker to a very high level of mechanical ability, it certainly does place him at the head of the class, from a point of making "something" out of nothing. The wheels are made of barrel heads and the backbone is fully five inches in diameter and made from the crotch of a tree. Nails, hinges, and rough lumber complete the material used, not to forget the tires, which are "hose pipes," if any were ever placed on a machine. They are nailed on and are perfectly flat, but they are pieces of the genuine article—hose pipe. The price is not listed, but it is understood that the machine is worth its weight in gold.

L. C. Jandorf & Co., 118 West One Hundred and Twenty-fifth street, are selling a lot of shop-worn wheels of standard make at \$45. They are perfectly new, some of them being also this year's pattern. The twenty-four-pound Sterlings at \$135, however, are really creating more of a stir than all the low-priced bargains in the store.

The offices of the New York branch of Roger B. McMullen & Co., in the Mutual Reserve Building, 309 Broadway, are simply superb. Situated as they are on the eleventh floor, they overlook the city and New York Bay, also giving a grand view of Brooklyn, New Jersey, and the statue of Liberty. "Ned" Oliver was away on a business trip during the week, but is home now. He has moved all his furniture and household fittings from Cleveland to Flushing, L. I., where he is pleasantly located with his family. Oliver and J. B. McMullen are representing the company here. In addition to the agency for the Hartford Rubber Works Co., they also represent the following concerns: Union Drop Forge Co., of Chicago; Garford Mfg. Co., of Elyria, Ohio; Indianapolis Chain and Stamping Co., of Indianapolis; Hunt Mfg. Co., of Westboro, Mass.; C. J. Smith & Sons Co., Milwaukee, Wis.; Shelby Seamless Steel Tubing, and Snell Cycle Fittings Co., of Toledo, Ohio. Mr. McMullen resides at Bath Beach, L. I.

#### The Eclipse Racer.

The Eclipse Bicycle Co., of Beaver Falls, Pa., made a great hit with their new racing wheel in the Buffalo-Pittsburg road race. Several of their nineteen-pound wheels were used and they all went through without a break. They were late in bringing this wheel out, but it has won a leading position among the racing men in short time. Several new features are brought out in this wheel, their tread being less than five inches, while they have a double row of balls on each side, giving great stiffness at the crank hanger.

G. W. Houk, chief hustler for the Eclipse Bicycle Co., has done some great work for them this season. As well as selling a large number of wheels, he has looked after their racing interest in a way that has brought them before the public in a short time.



Duffy & Erswell's store at Cheyenne, Wyo., agents for the Stearns and Syracuse wheel.

#### ELLIPTIC FACTORY SOLD.

FREEDPORT, ILL., August 18.—Last night a deal was made, whereby the entire plant of the Freedport Bicycle Mfg. Co. becomes the property of the Northwestern Sewing Machine Co. of Belvidere. This morning the work of packing up began, and just as soon as this is completed the removal will take place, and the works opened up in Belvidere. A good big price was paid for the factory. The cause for selling was in nowise due to unprofitable business, for the Elliptic has gained prominence everywhere, and was a fast seller, but on account of his wife's health, L. M. Devore, one of the principal stock owners in the concern, desires to travel for a year, and he did not care to have any other business to look after than his own factory. The other gentlemen of the company did not desire to operate the factory alone, and so it was decided to sell. The principal stockholders were: L. M. Devore, William O. Wright, M. H. Wilcoxon, and H. Poffenberger.

#### QUAKER CITY TRADE DOINGS.

PHILADELPHIA, August 25.—After weeks of delay and hard work the Philadelphia Cycle Co., of Broad and Montgomery avenue, have gathered sufficient evidence against a cyclist of this city to warrant them having him arrested on a charge of larceny. The case in question is not an uncommon one, and the outcome will be watched with much interest by local dealers, who are beginning to recognize the fact that loaning wheels to prospective buyers is a poor policy. In the early part of June this young man, who has been held in bail for court by one of the magistrates, was brought into the company's store by a well-known local wheelman, and introduced as a prospective buyer. He examined the stock very critically, and finding one that suited him, a Keating, he asked the loan of it for trial to make a certain trip. He said he wanted to test the qualities of the wheel before purchasing. He obtained this privilege and took the wheel with him. He, however, did not return the wheel at the stated time, and nothing was heard of him until one of the firm made it his business to look up the tricky customer. He found his man, who promised to return the wheel that same evening. A little later in the day the young man called at the store and requested the privilege of keeping the wheel that he might ride it home that night. Again the firm assented. The young man, however, caused another disappointment by not returning the wheel the following day, but instead telephoned that the wheel had been stolen. This latter fact excited the suspicion of the Philadelphia Cycle Co. and they decided on an investigation, the result of which is the arrest of the would-be buyer.

Since this arrest it has developed that many of the local dealers have been imposed upon in the same manner, and while the Philadelphia Cycle Co. is looking after its own interests it is also doing good work for the trade in exposing such methods and bringing the wrong-doer to justice.

Since the Overman Wheel Co. branched out in the sporting goods line the business of the Philadelphia branch has greatly increased, and Manager Williams told a BEARINGS' man last week that he and his assistants had all they could attend to in filling orders, both in sporting goods and bicycles. As the warm weather wanes the daily sales are increasing and a very profitable and brisk trade is expected this fall.

The Niagara Cycle Fittings Co. have just completed a contract by which they have become selling agents for the bicycle trade of the United States and Canada for the season of '95, representing the Buffalo Drop Forging Co. They are not relinquishing work in the line of manufacturing, for they are doubling their floor space this fall, and making large additions to their plant and machinery, so that they will take the field for the '95 trade with a complete line of cycle material and parts, manufactured almost exclusively on their own premises.

J. J. Ross and Harry Svendsgaard are just starting out on a fall trip in the interest of the Lu-mi-num, and will each of them cover their old territory with the new wheel.



#### A TRAIN LOAD of Western Wheel Works '94 make Bicycles,

With list prices reduced one half from which prices we give agents and dealers big discounts. "IT'S A SNAP."

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 28-inch Rob Roy, No. 3	70.	35
'93 28-inch Rob Roy, No. 1	60.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	60
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	75

These are lower prices than can be obtained on reliable goods anywhere in the United States at the present time, and we give LIBERAL DISCOUNTS to dealers on the above and many others. Catalogue free. Write now.

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# THE BEARINGS

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## RECORD TRIALS AT SPRINGFIELD.

**The Attacking Army in Good Condition—Tyler Does an Unpaced Mile, Flying Start, in 2:07 2-5—Preparations for a Great Meet.**

SPRINGFIELD, MASS., Sept. 5.—Tyler's record doesn't fracture as easily as some of his competitors hoped it would and he holds the record for the world's fastest mile up to date. The other men are riding in great form, however, and may break it before the expiration of the special sanction tomorrow. But the probability is that Tyler will still be the champion when the greatest tournament of the year opens. Who will hold the record when the tournament is over is another question, and one easier asked than answered now. All the riders are getting in splendid form and there is more and more disposition to look upon the coming tournament as the one event which will prove to the world just what may be expected in wheeling.

The attempts at record breaking the past week began Tuesday, when Bliss failed to break the paced flying start record for the mile made by Tyler at Waltham, conditions were not entirely favorable and he was several seconds slow. He was paced by Lumsden and Githens, Brandt and Silvie, Warren and Arnold. It is claimed that the pacing was poor, and there is little question of that having something to do with it. The time for the first quarter was :27 $\frac{1}{2}$ , the half :56 $\frac{1}{2}$ , two-thirds 1:15 $\frac{1}{2}$ , three-quarters 1:20 $\frac{1}{2}$ , mile 1:55 $\frac{1}{2}$ . The two-thirds in 1:15 $\frac{1}{2}$  breaks Tyler's 1:15 $\frac{1}{2}$  record, but no claim was filed for this.

### Tyler Tried the Unpaced Mile,

flying start, and made it in 2:07 $\frac{1}{2}$ , beating Maddox's record at Denver August 16, by 2 $\frac{1}{2}$  seconds. The track was in perfect condition and not a breath of wind to contend against. A record was made for the three-quarters, but no claim has been filed. Maddox holds this, officially, 1:35 $\frac{1}{2}$ . Tyler rode it in 1:32 $\frac{1}{2}$ , cutting 3 $\frac{1}{2}$  seconds from the Denver time. The time for Tyler's mile was: Quarter, :28 $\frac{3}{4}$ , half, :59 $\frac{1}{2}$ , three-quarters, 1:32 $\frac{1}{2}$ , mile, 2:07 $\frac{1}{2}$ . This trial ended Tyler's attempt at record breaking here until after the tournament.

Last Thursday Bliss made two attempts to break Tyler's record and by a curious coincidence tied it twice, making the mile each trial in 1:53 $\frac{1}{2}$ . Tyler is finding all he wants to compete against in Bliss and both are in excellent form.

Record breaking is practically over until after the tournament. Tomorrow the special sanction expires, but another will be granted, lasting all through October, and it is expected that records will be at 1:46 before the flyers store their wheels for the winter. The time for record breaking was never more favorable and the men and wheels were never in better condition. Wonders yet remain to be accomplished and the men are racing on the circuit who can accomplish them.

### Preparations for the Meet.

The directors and heads of committees of the Springfield Bicycle Club held a general meeting last week to look over the work of preparation and see if anything had been omitted. The question of inviting Governor Greenhalge came up and some talk followed. He was invited to the annual banquet, but disappointed the club. Now, however, they hope to have him present. If he does accept a special committee will be appointed to look after his reception and entertainment.

The annual fall meet of the L. A. W. will be held as usual during September, but on a less elaborate scale than heretofore. There will be no parade and last year's arrangements by which League members were admitted to the grounds at half price, the League paying the other half, will be discontinued. The League has less money than usual this year, owing to the cost of the new edition of the road book. It will, however, distribute badges and is having 1,000 made which have been specially designed for this occasion.

John W. Dodson, chairman of the League committee, has already engaged the city hall for the annual L. A. W. ball, which occurs September 12. His assistants are A. S. Haskins, F. R. McKenzie, A. D. Cutler, H. B. Trask, and L. E. Hawes, who, with ten others, will act as floor committee. The appropriation for League entertainment is \$400, divided equally

between the club and the League, and fully half the sum will be expended on the ball.

### The Most Important

innovation of the year is the decision to require all admission to be by ticket. The chairman of the press committee sends his card to every applicant for favors, and only the presentation of that card will secure a ticket. Last year representatives were admitted on badges, but that has been abrogated, and tickets will be issued to all. Unless one can show his ticket he is barred out.

The wheeling world has been kept informed of the progress of preparation for the largest meet of the year. In this, the last issue before the meet, all who are in any way interested in wheeling or wheelmen are earnestly urged to be here. There will be ample and comfortable accommodations. Transportation facilities are unequalled. Hotels are plenty and first-class. Good roads for country runs stretch in every direction from the city, and the Springfield Bicycle Club, the most famous wheeling organization on the globe, throws open its hospitable doors and bids you all welcome. If you want to see world's records smashed in pieces; if you want to see the best racing of the year on the best track, with the best records in the world, come to Springfield next week.

## RACING AT CANTON, OHIO.

CANTON, OHIO, Sept. 3.—A heavy wind on the homestretch marred the sport in the Class A tournament that was held in this city today. O. P. Bernhardt, of Toledo and A. L. Banker, of Pittsburg, were the stars of the occasion. In a trial against time Banker, paced by a tandem, rode a quarter in :28 $\frac{1}{2}$ , state record. Bert Morrison, of Connellsville, Pa., rode an exhibition half-mile without handle-bars in 1:13. The following are the summaries:

One-mile novice.—George E. Holmes, first; A. F. Mayforth, second; W. A. Greene, third. Time, 2:40.

One-mile handicap.—Frank L. Trappe, 110 yards, first; H. H. Krupps, 110 yards, second; James Woodward, 160 yards, third. Time, 2:18 $\frac{1}{2}$ .

Half-mile open.—A. L. Banker, first; O. P. Bernhardt, second, A. B. Ellis, third; J. Clyde McKee, fourth. Time, 1:10.

Two-mile handicap.—W. M. Barton, 230 yards, first; G. F. White, 270 yards, second; Louis Guinn, third. Time, 4:57 $\frac{1}{2}$ .

One-mile open.—O. P. Bernhardt, Toledo, first; A. B. Ellis, second; J. C. McKee, third; A. L. Banker, fourth. Time, 2:38.

Stark County championship.—John Shimp, first; W. M. Barton, second; W. C. Oberlin, third. Time, 2:39.

Three-mile lap.—J. C. McKee, first; A. B. Ellis and O. P. Bernhardt tie for second. Time, 8:17.

Ten-mile handicap.—J. P. Shimp, 400 yards, first; G. M. Calhoun, 250 yards, second; F. M. Williams, scratch, third. Time, 26:36.

## FROM THE QUAKER CITY.

PHILADELPHIA, PA., Sept. 1.—The Eclipse Wheelmen had a largely attended meeting on Tuesday night at their clubhouse in West Philadelphia, for the purpose of considering the advisability of amalgamating with the Pennsylvania Bicycle Club, that club having made overtures to them looking to that end. In the absence of President Haines the meeting was presided over by Vice-President Simpson. There was a good attendance of the members, and a majority of those present were in favor of amalgamation. There were, however, a few who did not think they would be materially benefited by the move, and declined to enter into the scheme, asking for more time in which to consider the question. This was allowed by Chairman Simpson, but it was distinctly stated that the club would meet next Tuesday night and come to a definite decision.

The newly organized Idler Wheelmen held their first regular meeting last Monday night for the purpose of electing a board of officers. Every member was present, and after a spirited contest the following members were elected: President, James Allen; vice-president, R. Wills; secretary, W. J. Harring; financial secretary, C. W. Beiler; treasurer, E. K. Pierce.

At a meeting of the board of directors of the Time Wheelmen on Thursday night thirty new members were elected. This is probably one of the largest number of cyclers ever admitted to a local club at one time, and bespeaks the wonderful growth of cycling in the Quaker City. This large increase in membership has made noticeable the fact that the club's present quarters are entirely too small, and it is more than likely that a new home will be established ere the snow falls. Several locations are in prospect, but nothing has yet been definitely decided upon.



## AT WALTHAM TRACK.

### Ten Thousand People See the Races—Bald Carries Off the One-Mile Invitation From Taylor, Bliss, and Sanger.

BOSTON, MASS., Sept. 3.—Manager Bradstreet has indeed popularized cycle racing in effete Boston. It is a long ride to Riverview, near which station the race track, which now bears a world-wide reputation, is located, yet 10,000 people today thronged into the spacious grand stands and 5,000 more than that number was in attendance at one of the meets of the season.

The day was cold and dreary, the wind blowing from the ocean chill as on a November day. The people in the grand stand amused themselves during intermission howling, "We want steamheat turned on in the stand"; and, "What's the matter with that band?" Some thing was the matter with the band. It was not of the class that play race-meet music and the leader called it off just as the race was finishing, leaving the struggling men high and dry, with no inspiring melody to lighten the last terrible sprint.

The Press Cycling Club gave the meet, and must have cleared a tidy little sum, which, they say, will be spent in entertaining the visitors at the national meet of the League of American Wheelmen in '95. It may or may not be significant that the entire Executive Committee of the League was present both at the Good Roads tournament at Asbury Park and at today's tournament. On one of these two tracks, in all probability, the

#### National Championships of 1895

will be contested. Waltham's track may secure Boston the national meet. Certain it is Asbury Park will never succeed with its present track. Promises are all right, but the reality is the thing, and had Asbury Parkites been at all cute, a good track would have been ready for the Good Roads tournament and the inspection of the League officials even at this early day.

Mr. Bradstreet certainly had the greatest track in the world. It is both beautiful to look upon, and beautiful to ride upon; and what is better safe as can be. But it is impossible to start very big fields, making heats absolutely necessary in this locality, where 100 Class A entries are possible, as was the case today.

The heats of the less important races should be run in the morning, and the finals in the afternoon. Twenty-three heats were run today in order that six finals might be run. Thirty races, altogether too many. Heat after heat was run today, six in one event, four in another, and almost invariably the heats were uninteresting. With the heats of the Class A races out of the way the race meet of today would have been interesting and full of spice. No records were broken, likewise no necks. Yet the racing was a surprise.

Eddie Bald, Eddie McDuffie, D. George F. Taylor, and Fred H. Allen, of Springfield, all showed surprisingly good form, and these, with Harry Tyler, bore away the honors of the day.

#### Walter Sanger Took the Special Prize

for the fastest competitive mile, doing 2:14 in the mile handicap, but failing to score in the winner's list.

The Press Cycling Club was fortunate in securing the men it did for this meet. There were Labor Day meets at a dozen points, a national circuit meet at Hartford, and good meet of the first order at Syracuse and Columbus, yet the notable absentees from today's races could be counted on the fingers. Titus, John S. Johnson, Kennedy, Taxis, Maddox, Dr. Brown, Cabanne, and Charley Murphy were missing.

The race of the day was the one-mile invitation. Great interest was taken, as Tyler and Bliss (the great record breakers), E. A. McDuffie, and Dr. Taylor—four men who have been lying quiet in the east training—would meet the men who had worn out body and soul in a 10,000 mile journey "to Pike's Peak or bust."

It was a fine body of men who faced Starter, Lou Peck. Bliss, Arnold, Sanger, Tyler, Bald, MacDonald, Taylor, Coleman, and McDuffie were the actual starters, Lumsden and Connolly being in to pace. At the start Bliss, Bald, MacDonald, and Sanger, followed after the pacemakers, in the order named, and Tyler took the extreme rear. Positions were about the same at the bell tap, Tyler not improving his position. Sanger dropped back and started around the crowd on the banking. But his effort "died in the morning," Taylor going up strong and McDuffie passing the two as the backstretch was reached.

#### Bald Rides a Grand Race.

Bald came up grandly and gaining the lead kept it around the last turn and across the tape. Taylor pushed up hard and came within a foot of the leader, while Bliss was effectually pocketed. McDuffie ran a close third, Sanger fourth, and just ahead of Bliss, Tyler and MacDonald still back. To say the result was a surprise is putting it mildly. The time was 2:14½.

Sanger, Tyler, and Bliss again met—this time from scratch in the mile handicap, with Arnold, 25 yards; Lumsden, 40 yards; Cooper, Githens, and McDuffie, 50 yards, and Lemke, Cutter, and Donnolly on long marks ahead. Bliss led the scratch men at the outset and Githens the central bunch. Lemke pulling the leaders out. Githens made a strong ride for the leaders and finding McDuffie would not help slowed down. Tyler leading the scratch men up, the field bunching prettily at the close of the second lap. Bliss quit, and then Tyler and Sanger flew by into the lead on the back stretch. But Sanger could not hold the pace he had started and fell back gradually as McDuffie, Taylor, Lumsden, and Githens, came up and

passed. These four finished in the order named in 2:11¾, Sanger's time being 2:14 ⅓.

#### The Third-Mile Open

was the first "B" event of the day, two heats being required. In the first Bald's jump won him the heat from Tyler right on the tape, the finish being very close. Bliss ran third. Githens kicked a pedal off at the start of the heat and in the second heat there came near being a fall and Lumsden went over the pole into the field, crowded over by some one on the outside. MacDonald, Taylor, Sanger was the order of finish.

Put into pace Eddie McDuffie did not pace an inch in the final, Bliss being shoved away in the lead and Tyler taking it from him before McDuffie could reach the front. McDuffie closed in on Tyler and hung there like grim death to the tape, Bald a close third, with MacDonald, Bliss, Taylor, and Sanger scattered in the rear in the order named.

In the Class A events Fred H. Allen showed himself a superior man to A. W. Porter, the Waltham crack. Porter works hard, with his back humped, while Allen rides smoothly and gracefully.

#### Summaries:

One-mile, 3:00 class, final heat.—H. W. Crowell, first; F. St. Onge, second; A. L. Branche, third; R. W. Emerson, fourth; J. H. Dunham, fifth. Time, 2:46.

One-mile open, Class A, first heat.—F. M. Heggerty, first; Gaston Plaintiff, second; H. E. Walton, third. Time, 2:39½.

Second heat.—F. H. Allen, first; H. A. Seavy, second; L. P. Callahan, third. Time, 2:41½.

Third heat.—A. W. Porter, first; A. F. Weisner, second. Time, 2:51. Heat decided no race; limit not reached. Run-over. Porter, first; Weisner, second; Williams, third. Time, 2:38.

Final heat.—F. H. Allen, first; A. W. Porter, second; H. A. Seavey, third; H. E. Walton, fourth; F. M. Heggerty, fifth. Time, 2:31.

Third-mile, Class B, first heat.—E. C. Bald, first; H. C. Tyler, second; J. P. Bliss, third. Time, :42½.

Second heat.—G. F. Taylor, first; Ray MacDonald, second; W. C. Sanger, third; Tom Cooper, fourth. Time, :46.

Final heat.—H. C. Tyler, first; E. A. McDuffie, second; E. C. Bald, third; Ray MacDonald, fourth; J. P. Bliss, fifth; G. F. Taylor, sixth; W. C. Sanger, seventh. Time, :46.

One-mile invitation, Class B.—E. C. Bald, first; G. F. Taylor, second; Eddie McDuffie, third; W. C. Sanger, fourth; J. P. Bliss, fifth. Time, 2:14½.

Third-mile open, Class A, final heat.—F. H. Allen, first; A. W. Porter second; W. M. Pettigrew, third; H. A. Seavey, fourth; W. F. Clark, fifth. Time, :44.

One-mile handicap, Class A, final heat.—A. F. Weisner, 35 yards, first; G. Plaintiff, 100 yards, second; L. W. Walleston, 30 yards, third; A. L. Beade, 95 yards, fourth; W. F. Clark, 40 yards, fifth; C. G. Williams, 50 yards, sixth. Time, 2:19. Pearce, scratch, 2:21.

One-mile handicap, Class B.—E. A. McDuffie, 50 yards, first; G. F. Taylor, 30 yards, second; A. E. Lumsden, 40 yards, third; H. A. Githens, 50 yards, fourth. Time, 2:11¾.

## RAY DAWSON'S DAY.

BOONTON, N. J., Sept. 3.—Ray Dawson, the boy for whom Tom Eck predicted a brilliant future on the track, was the hero of the meet here today, winning every thing in which he started. The track is a five-lap affair, but was in fine condition. A large crowd was in attendance and, taken all in all, it was a typical Labor Day afternoon's fun. Harrington and Hodgson, the latter hailing from Kingsland, N. J., took a nasty fall while practicing on their tandem during the afternoon. Hodgson's collarbone was broken. Ray Dawson, whose father, E. B. Dawson, owns Boonton, added a few more choice diamonds to his already large collection, all of which caused "Pop" Dawson's eyes to twinkle with "subdued delight."

#### Summaries:

Two-mile handicap, final heat.—Ray Dawson, scratch, first; J. Hopler, 100 yards, second; W. F. Wahrenberger, 90 yards, third. Time, 5:14.

One-mile, 2:40 class.—H. G. Brown, first; H. G. Thorn, second; J. Hopler, third. Time, 2:55½.

One-mile handicap.—Ray Dawson, scratch, first; F. E. Everett, 40 yards, second; W. F. Wahrenberger, 100 yards, third. Time, 2:34½.

Three-mile handicap.—Ray Dawson, scratch, first; F. E. Everett, 100 yards, second; Carl Berger, 200 yards, third. Time, 8:52½.

#### Postoffice Cycler's Race.

NEWARK, N. J., Sept. 3.—The special five-mile handicap open only to members of the Postoffice Cyclers of this city was a feature today at the state fair, now being held at the Waverly track. Six starters lined up to do battle. Hood and Mayon were the only scratch men, the rest being given all the way from 30 seconds up to 2 minutes handicap. Hood caught the limit men on the third mile and won the race in 16:59. Mayon, the other scratch man was second; Hartman, third; Keamey, fourth, and Dooley, fifth. Van Houten, the only other starter, fell on the fourth mile and sustained severe injuries.

#### At Orange, N. J.

NEW YORK, Sept. 3.—The regular annual games of the South Orange Field Club were held today on their grounds at Orange, N. J. There were two bicycle races which resulted as follows:

Two-mile open.—H. D. Johnson, first; H. W. Smith, second; E. H. Howell, third. Time, 6:59.

One-mile open.—H. D. Johnson, first; H. W. Smith, second; E. H. Howell, third. Time, 2:44.

#### Will Carry Lamps Hereafter.

Chicago's chief of police has recently discovered a city ordinance compelling wheelmen to carry lighted lanterns at night. The ordinance has long been a dead letter, but last week officers were sent out to enforce it, with the result that many wheelmen were carried to the police stations and fined.



## A BIG JERSEY ROAD RACE.

**Walter Lucttgeus Wins the Time Prize in the C. C. of N. J. Road Race—A. S. Swartout Lands the Race.**

ELIZABETH, N. J., Sept. 1.—The long-looked for twenty-five mile road race promoted by the Associated Cycling Clubs of New Jersey, was started from this place this morning promptly at 11:45. Starting here the course took the racers to Springfield, thence to Westfield, to Rahway, to Elizabeth, and then back again to Rahway, where the finishing line was placed, a total distance of exactly twenty-five miles. For some unaccountable reason A. H. Barnett, the Irvington-Milburn winner, did not start, which left H. A. Allen and Charles H. Coffin, the only scratch men. Owing to an unusually long dry spell the course was very dusty, and some of the back-mark men looked simply horrible when the race ended. A rather stiff wind also blew between Westfield and Rahway, causing the men to slow down perceptibly. Westfield furnished the time prize winner in Walter Lucttgeus, a 3:30 man. His time for the twenty-five miles was 1:11:35½, which is but 17 seconds slower than the Irvington-Milburn record. Isaac A. Line, of Plainfield, was only 8 seconds behind Lucttgeus, in 1:11:43½. Line was also a 3:30 man. James Willis, of Elizabeth, captured third best time from the 2-minute mark, negotiating the distance in 1:11:46½. Thousands of persons gave the men an enthusiastic send off at the start, thousands more cheered them along the route, and tens of thousands greeted them boisterously at the finish. A. S. Swartout, of the Newark Wheelmen, a 7:30 man, romped home the winner of the race by at least two hundred yards, his actual time being 1:14:13. The second man in was H. D. Elkes, of Syracuse, whose handicap was 5 minutes, and who made the twenty-five miles in 1:11:58½. Shortly after the start Coffin's tire burst, causing him to withdraw, and leaving Allen, the Asbury Park man, to battle alone against those terrible handicaps. A slight rain would have been a blessing to the contestants, many of whom inhaled that white macadam dust for a full hour en route. Two of Alexander Schwalbach's pupils, named David Simmons and John A. Thompson, both of whom are negroes, started in the race from the 3:00 and 8:00 mark, respectively. It had been rumored that Simmons had ridden the course in practice last week in 1:08:00. Schwalbach called him his dark horse, and promised great things, but his tire burst at Westfield, and after losing several minutes in attempting to fix it he borrowed a thirty-five-pound roadster from a spectator, on which he finished the race in 1:14:55. There were eighty-seven starters, of whom seventy-three finished. The first twenty-five of whom are as follows:

PO.	NAME.	CLUB.	HANDICAP.	TIME.
1	A. S. Swartout	Newark W.	7:30	1:14:13
2	H. D. Elkes	Syracuse	5:00	1:11:58
3	H. F. Loehrs	Allyone Cyclers	8:00	1:14:58½
4	V. Cloke	Freehold, N. J.	7:00	1:14:03½
5	L. H. Smith	Crescent Wheelmen	8:00	1:15:04
6	Harding Benedict	Mont Clair Wheelmen	7:00	1:14:23
7	Hans Hansen	Perth Amboy, N. J.	8:30	1:16:21
8	Walter Lucttgeus	Col. Cy. Club	3:30	1:11:35½
9	Isaac N. Line	Newark, N. J.	3:30	1:11:43½
10	T. A. Cuming	Plainfield, N. J.	8:00	1:16:14½
11	S. Stunderlie	Passaic Falls Wheelmen	6:30	1:14:55
12	Chas. S. Morris	Y. M. C. A.	8:30	1:16:56
13	A. L. Horry	Atlanta Wheelmen	7:00	1:15:59
14	A. E. Carlton	Passaic Falls Wheelmen	5:00	1:14:00½
15	S. C. Crane	Crescent Wheelmen	4:30	1:13:39½
16	J. W. Judge	Riverside Wheelmen	6:00	1:15:44
17	S. K. Brink	Elizabeth, N. J.	8:00	1:17:00½
18	James Willis	Columbia Cycle Club	2:00	1:11:46
19	Thos. Hughes	East Side Wheelmen	3:00	1:13:00
20	Geo. P. Kuhlke	Greenwich Wheelmen	2:00	1:12:10
21	W. J. Daubenspeck	Allen Wheelmen	5:30	1:15:59
22	E. T. Webb	H. C. W.	6:00	1:16:23
23	E. T. Hand	Crescent Wheelmen	5:00	1:15:24
24	A. Stutzman	Bedford Cycle Club	5:00	1:15:31
25	S. S. Davis	Nutley Wheelmen	6:30	1:17:30

G. Minturn Worden acted as referee.

## ROAD RECORDS.

The following records have been accepted by the Century Road Club of America:

L. A. Callahan, Buffalo, N. Y., twenty-five miles, time, 1:10:45, at Providence, R. I., July 7, 1894 (Rhode Island state record).

Nat Butler, Boston, Mass., twenty-five miles, time, 1:11:28½, May 5, 1894 (Massachusetts state record).

E. F. Leonert, Buffalo, N. Y., twenty miles, time, 58:44½, June 23, 1894 (New York state record).

A. A. Hansen, Minneapolis, Minn., 100 miles, time, 7:10:00, June 29, 1894. (Minnesota state record).

J. W. Linneman, Buffalo, N. Y., 100 miles, time, 5:48:37, at Newark, N. J., July 15, 1893 (New Jersey state record).

J. F. Gunther, Chicago, Ill., 100 miles, time, 6:50:00, Elgin-Aurora course, August 5, 1894 (course record).

C. E. Wood, Syracuse, N. Y., five miles, time, 14:26, August 14, 1894 (New York state record).

England's supremacy on the racing path is a thing of the past. Her best amateurs have been defeated by the German and Dutch champions, Lehr and Eden, while the erstwhile amateurs who have been driven to the professional ranks have been disposed of by our own Zimmerman and Banker. The idiotic legislation of the governing body has been responsible for much of the humiliation that the Englishmen have had to suffer.

## AT SPRINGFIELD.

**The Cracks Gathering for the Great Tournament—A Grand Smash—Fred H. Allen Breaks Class A Records.**

SPRINGFIELD, MASS., Sept. 5.—With the arrival of the Union team,—Sanger, Tyler, and McDuffie; Spalding team,—Titus, Miller, Helfert; Rambler team,—Bliss, Githens, Lumsden, Cooper, Brandt, Silvie, Arnold, Warren, Allen, Sims, Church, Olmstead, Mullikin, Ganse, and others; Stearns team,—Johnson, C. M. Murphy, L. A. Callahan; Cleveland team,—Dr. Brown, L. C. Johnson, L. D. Cabanne; Sterling team,—Dirnberger, Kennedy, Taxis, and Maddox; Victor team,—F. C. Graves; Orient team,—G. F. Taylor; Triangle team, E. C. Johnson and R. F. Goetz; and last but by no means least, the Columbia team,—E. C. Bald, Ray MacDonald, A. B. Gochler, and W. H. Murphy, the prospects for one of the best tournaments ever given here are good. All these and it seemed a hundred more men were training today in the track and it was found necessary to restrict the Class A men to certain hours race day hereafter. Through the carelessness of Church in turning abruptly out of a bunch a dozen men flew over in a heap directly in front of training quarters today. Graves ran into Church and Kennedy and flew through the air into W. F. Murphy's arms. Githens, Arnold, Taxis, and several others coming down. A tire exploded, some one struck John Gray from behind as he was stooping over fastening Murphy's foot to his pedal. Tyler made a flying dismount and jumped and slid over the bunch, and "Sandy" caught Sanger just as he was flying to destruction in the bunch.

### It Was a Lively Scene

for the moment and several wheels were wrecked, but beyond a few bruises and sore wrists the riders escaped.

The track is in A1 shape, but the riders complain that the surface is not banked enough. At the second turn the tandems slide a little. Late this afternoon, Fred H. Allen broke the flying mile records for Class A from the quarter to mile and established records for the standing start for the half, three-quarter, and mile. Allen is a Springfield man who has made a good record this year. Report says, tonight, that Allen will be placed in Class B ere the Springfield meet by the Racing Board, which being so, makes his parting shot the more effective. He will go for the unpaced records tomorrow. Allen was paced by Sims and Church the last half and Olmstead and Lindey first half of each trial, all Class A men and unexperienced at the work. The pick-ups were prettily done, the tandems coming up to a dead heat position and the rider crossing over as the stand was passed. The officials included C. E. Miller, referee; McGarrett, Graves, and Spooner, judges; and Sanger, Tyler, and Hendee, timers. The new times are: Flying quarter, :27¾; third, :37¾; half, :58¾; two-thirds, 1:18¾; three-quarters, 1:27¾, and mile, 1:58¾. The former mile record was 2:02¾, by Nat Butler. The standing half was 1:03¾; three-quarters, 1:32¾, and mile, 2:02¾. These too are new records. Both performances are particularly noteworthy as the pacemakers were strange to tandem work, this being their first trial. Bliss tries again for record tomorrow and there will be many other trials before the weeks close.

## TO PRIZE STORY CONTESTANTS.

Those who submitted manuscripts in competition for the prize offered for the best story are requested to be patient. The large number of stories received makes it impossible to make a selection in any short time. There need be no fear that any story properly directed has not been received.







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GEO. K. BARRETT, EDITOR.

## POLITICS IN NEW YORK.

The fight between Potter and Luscomb goes merrily on in the New York division. It is an open secret that Luscomb desired to remain in the office of chief consul of the Empire state, and that he left no stone unturned in his campaign. To be sure he was not nominated for the office, but he had the nomination at his mercy with a nominating committee of his own appointing in charge of the matter. Potter was in the field first, however, backed by many prominent and influential clubs and individuals. It was only when Luscomb saw almost certain defeat staring him in the face that he decided that discretion was the better part of valor and withdrew from the race. Dr. Santee, the man who was nominated in his place, is a Luscombite, and the fight today is as much a fight between Luscomb and Potter as it ever was. The election of Santee means a victory for Luscomb. That he can be elected seems hardly possible, however. Potter has received pledges of support from every club in Brooklyn except Luscomb's own club. Chairman Raymond, although an appointee of Luscomb's, will be in the fight on the Potter side. The outcome of the fight will be watched with interest.

## A CURE FOR LOAFING.

Our contemporary, *Cycling*, thinks that it has discovered a cure or a partial cure for loafing in heats. The idea that it advances seem to have a modicum of virtue in it. The simplicity of the plan recommends it. It is this: The riders in each heat are to draw lots and the one selected by chance is to make the pace in his heat, on which a reasonable time limit shall be placed, with the understanding that he shall have the privilege of dropping out after he has taken his field within sprinting distance of the finish, but shall still be eligible for the final. The plan has the merit of giving the audience a fast run race and does not work an injustice to any of the competitors by making them sacrifice their chances to get in the final by making the pace and being shut out in the preliminary. Of course the adoption of this expedient would make it necessary that a less number of men qualify in each heat, exclusive of the pacemaker, than would be the case otherwise. In heats where only one or two men qualify the plan would not be feasible, but in races where two or three heats only are necessary the plan would doubtless work well. At least it is worthy of trial. Who will be the first enterprising race promoters to try it?

## THE GROWTH OF CYCLING.

Another holiday has passed and with it were bicycle meets all over the country. So numerous were they that it would be impossible for any paper to chronicle them all. The sport has assumed such proportions that none but the most important events can find room, even in the papers devoted entirely to the sport. Nothing more accurately gauges the extent to which the bicycle has come to be used, more surely than the popularity of racing. But a few years ago it was next to impossible to get a respectable sized audience out to witness bicycle racing even once in a season. Now there are cities in the country that have bicycle races a dozen times a year and in every case find the public ready to patronize them. There is not a daily paper of any importance anywhere in the country that does not devote a good share of its space to cycling. Good and permanent tracks are being

built all over the country, capitalists being willing to risk their money in the interest of a sport that they see is growing in popularity every day. During the past year when depression has been felt in almost every line of business in the country the cycle trade has kept up marvelously. We have heard business men in all parts of the country remark on it. Livery men vow that cycling is ruining their business and the carriage men say the same thing. Carriage firms are taking up the sale of wheels in sheer self-defense. All of which means that, with business at a normal state, the cycle trade will reach undreamed of proportions, and that cycles will be as common as horses in our street, before long.

## RIVERTON ATHLETIC ASSOCIATION'S DIAMOND TOURNAMENT.

RIVERTON, N. J., Sept. 1.—The Riverton Athletic Association's second diamond tournament of the season this afternoon was attended by a crowd of about three thousand persons, many of whom were Philadelphians. The programme was an excellent one and notwithstanding the extra large number of race meets which were held in this section some good racing talent was attracted, including some of the best Class A men of Philadelphia and New York.

There were several exciting contests, particularly the mile and five-mile handicaps, in which E. A. Bofinger, of the Riverside Wheelmen, of New York; Charles Granger of the same club, and other well-known men contested for the prizes. There was more or less loafing which excited the disgust of the spectators to no small degree. O. S. Bunnell, of cash prize league fame was the referee and in one of the events, the mile novice, he made the contestants ride it over again without a breathing spell. The time for the first mile was very discreditable, but in the second attempt it was ridden inside the limit of 2:59½.

James B. Pearson, of Vineland, and Carroll Jack, of Wilmington, were tied in the one-mile lap race, each man making seven points. E. A. Bofinger, of New York, started from scratch in the one-mile handicap and lowered the mile track record in competition (held by himself), from 2:23¾ to 2:19¾. He didn't win either a heat or a final but succeeded in coming second in both.

### Summaries:

One-mile novice.—W. B. West, first; Norris B. Powell, second; Walter E. Dickerson, third. Time, 2:49½.  
One-mile lap race.—James B. Pearson and Carroll Jack tied for first place with 7 points each; Charles Granger, New York, third. Time, 2:27½.  
One-mile, 2:50 class.—Henry B. Scott, first; Harry Greenwood, second; O. F. O'Neill, third. Time, 2:55¾.  
One-mile, 2:40 class.—Charles Granger, first; James A. Gebhard, second; D. C. Griffiths, third. Time, 2:33¾.  
One-mile handicap.—Charles B. Brookbank, 85 yards, first; E. A. Bofinger, scratch, second; Charles W. Pearson, 60 yards, third; Charles F. Earp, 90 yards, fourth. Time, 2:21½.  
Five-mile handicap.—Charles W. Pearson, 175 yards, first; Charles Granger, scratch, second; Harry Greenwood, 200 yards, third. Time, 13:22.  
Five-mile handicap.—E. A. Bofinger, scratch, first; James B. Pearson, 100 yards, second; Joseph Vernier, 350 yards, third. Time, 13:11¾.

## A State Record Lowered at Salt Lake.

SALT LAKE, UTAH, Sept. 3.—The half-mile state record was lowered here today in spite of a poor track. Most of the times were slow. Recent heavy rains, supplemented by the pounding received on Sunday from the horse's hoofs in the bicycle vs. horse race of Schock and Prince, had caused a very poor condition of track. Weiler was the successful racer of the day winning three open events and lowering the unpaced half-mile state record to 1:09¾.

### Summaries:

Half-mile open.—G. S. Weiler and C. M. Evans, dead heat; G. C. McIntyre, second. Time, 1:10¾. Evans refused to run over and Weiler was given the race.  
One-mile, 2:50 class.—H. O. Jensen, first; D. W. King, second; C. N. Butler, third. Time, 2:47½.  
One-mile open.—Geo. Weiler, first; G. C. McIntyre, second. Time, 2:38¾.  
Half-mile, boys under fourteen years.—Angell, 50 yards, first; R. Gromes, scratch, second; Oscar Jensen, 100 yards, third. Time, 1:20.  
One-mile, 2:35 class, time limit, 2:50.—H. O. Jensen, first; R. Tisdale, second. Time, 3:08¾. No race. In the run-over D. W. King was first; H. O. Jensen, second; Tisdale, third. Time, 2:50¾.  
Two-mile open.—G. L. Weiler, first; G. C. McIntyre, second. Time, 5:30.

## Wylie After the Record Again.

H. H. Wylie will leave Chicago for New York by the "Southern Route" next Saturday afternoon in an attempt to regain the record between the two cities. He is in good shape for the attempt and expects to put the record where it will not be easily broken again.

## At Wheaton, Ill.

Frank Osmun captured the two-mile open race at the county fair at Wheaton, Ill., last Thursday, Martin Nessel, second, and J. Bezenek, third.

## At Bloomington, Ill.

In the races at Bloomington, Ill., all the open Class B events were won by E. W. Ballard, with Gus Steele, second. In the open Class A events C. V. Dasey swept the board with A. J. and J. G. Nicolet alternating in second and third positions. The times were slow.



### First Annual Meet at York, Pa.

YORK, PA., Sept. 1.—The York Wheeling Club held its first annual race meet here today and it proved to be one of the most successful ever held in this section. Everything combined to make the day an eventful one, the large crowd greatly enjoying the excellent programme of races. The prizes were of a costly and elaborate character.

#### Summaries:

One-mile novice.—H. L. Eichelberger, first; M. C. Wilt, second; A. A. Elsesser, third. Time, 2:35½.  
Two-mile handicap.—R. W. Crouse, first; C. W. Crich, second; R. H. Carr, Jr., third; H. C. Dreming, fourth; C. G. Stewart, fifth. Time, 4:54.  
Half-mile, boys under sixteen years, York County only.—P. L. Blasser, first; J. L. Tracy, second. Time, 1:21.  
One-mile scratch, open.—R. H. Carr, Jr., first; C. W. Crich, second; W. W. Carr, third. Time, 2:28.  
Mile handicap, members York Wheeling Club only.—H. C. Dreming, first; H. L. Eichelberger, second; H. A. Helfrich, third. Time, 2:31½.  
Quarter-mile dash, open.—C. W. Crich, first; R. H. Carr, Jr., second; M. C. Wilt, third. Time, :34.

### County Fair Races at West Chester, Pa.

WEST CHESTER, PA., Sept. 1.—The bicycle races at the county fair this morning were well contested and attracted a large crowd. E. F. Oberholtzer fainted and fell as he crossed the tape in the two-mile handicap, but was not hurt seriously.

#### Summaries:

One-mile novice.—Al Worthington, first; J. F. Graeber, second. Time, 2:49½.  
One-mile Chester County championship.—Luther C. Johnston, of Avondale, won. Time, 3:29½. The second half of the mile was made in 1:12.  
One-mile open.—John Heishley, first; C. L. Lagan, second. Time, 2:48¾.  
One-mile handicap.—H. Y. Nester, first; C. A. Elliott, second. Time, 2:26½.  
Half-mile open.—L. C. Johnston, first; John Heishley, second. Time, 1:16¼.  
Two-mile handicap.—C. A. Elliott, first; W. W. Pierce, second. Time, 4:59½.

### Races at Holley, N. Y.

HOLLEY, N. Y., Sept. 4.—Labor Day races here were attended by over

open, while F. W. Braun captured the one and five mile handicaps from 40 and 150 yards, respectively. Bruce Wallace won the half-mile handicap from 20 yards.

### Erie, Pa., Holds a Road Race.

ERIE, PA., Sept. 1.—There were sixty-seven entries and fifty starters in the third annual road race of the Erie Wanderers' Cycling Club, held here today. The roads were deep with dust, and no attempts were made at record breaking. A collision at the finish put the winner in dispute, and Weinig, one of the colliders, protested the race.

The following is the official time, the number to the left indicating the order in which place prizes were won:

PO	NAME.	TIME.	HDGP.	PO	NAME.	TIME.	HDGP.
1	L. Roth, Erie.....	45:00	4:30	9	H. T. Foster, Erie.....	49:40	7:00
2	W. C. Emery, Collin'g'd	43:10	2:00	10	C. G. Wallin, Erie.....	42:55	Scr.
3	T. Lewellyn, Erie.....	48:24	7:30	11	F. G. Gillett, LeBoeuf	48:56	6:00
4	L. Schlaudecker, Erie.....	46:26	4:00	12	F. O. Day, Erie.....	50:05	7:00
5	B. P. Preston, Erie.....	46:27	4:00	13	C. J. Knapp, Erie.....	48:15	5:00
6	F. W. Juliar, Buffalo.....	46:28	4:00	14	C. Mooney, Erie.....	49:18	6:00
7	A. Lejeal, Erie.....	42:29	Scr.	15	E. A. Weinig, Buffalo.....	43:00	Scr.
8	B. Disbrow, Erie.....	49:30	7:00	16	F. D. Bruce, Erie.....	46:21	8:00

### TWO DAYS' RACING AT SYRACUSE.

The races of the Syracuse Athletic Association yesterday and today were successful. The attendance on the first day was about six thousand five hundred and on the second day less than half that number. As usual there was trouble over J. S. Johnson who refused to ride the races that he was entered in the first day. Titus raised a row because he thought that the handicapper had insulted him by giving him a handicap and he refused to ride and got Johnson to do the same. The same was the case the second day when Johnson refused to ride unless pacemakers were put in the races. A feature of the meet was the mile open on the first day in which L. A. Callahan started as a pacemaker. The other men refused



two thousand persons, who gave the racers plenty of encouragement by their expressed good-will. There were five events on the programme. The thirteen-mile championship race was for the championship of Orleans County and open only to Orleans County riders.

#### Summaries:

Thirteen-mile championship, Orleans County.—Stratton McCargo, first; F. E. Page, second; C. H. Cole, third. Time, 38:32½.  
Thirteen-mile handicap.—Geo. McCargo, 10 minutes, first; James Lawrence, 9 minutes, second; W. J. Thompson, 8 minutes, third. Time, 45:37; H. W. Rulifson, scratch man, came in eleventh. Time, 39:56.  
One-mile handicap.—F. E. Page, 20 yards, first; E. D. Stevens, 30 yards, second; Forest Taylor, 40 yards, third. Time, 2:34½.  
Half-mile open.—F. E. Page, first; E. D. Stevens, second; A. C. Genkler, third. Time, 1:14¾.  
Five-mile handicap.—Forest Taylor, 400 yards, first; F. E. Page, 100 yards, second; A. C. Genkler, 200 yards, third. Time, 13:32½.

### At Pueblo, Colo.

The race at Pueblo, Colo., September 3, were well contested and interesting. The times made were fairly fast. W. W. Hamilton, of Denver, and F. G. Barnett, of Lincoln, were the stars of the occasion. Hamilton won the third-mile and one-mile open events while Barnett captured the five-mile handicap from scratch. Other races were won by Joseph Davis, F. W. Chaffin.

### At Muncie, Ind.

The Labor Day races at Muncie, Ind., were won by Frank Caz, Frank Cunningham, G. Geltz, and T. A. Frazier. The times were all slow.

### At Detroit.

The track was in wretched condition for the Detroit Labor Day races and the making of fast time was out of the question. Charles Monnie won the quarter-mile open. Charles Barthel won the half-mile and one-mile

to follow the hot pace he made and he kept on, winning the event and getting the prize for it. This is the first time that such a thing has been seen in a race in this country.

#### Summaries:

Half-mile, city championship, Class A.—Andrew Prendergast, first; C. A. Benjamin, second; F. W. Fisher, third. Time, 1:04½.  
Five-mile handicap, Class B.—C. R. Coulter, 150 yards, first; Charles Callahan, 175 yards, second; W. J. Helfert, 220 yards, third. Time, 14:51½.  
One-mile, 2:30 class, Class A.—Andrew Prendergast, first; C. A. Benjamin, second; Fred Foell, third. Time, 2:22½.  
Half-mile handicap, Class B.—O. S. Brandt, 60 yards, first; W. J. Helfert, 25 yards, second; C. H. Callahan, Buffalo, 20 yards, third. Time, 1:09½.  
One-mile tandem, handicap, Class A.—Bex and Hughes, 75 yards, first; List and Fisher, 25 yards, second; Hopler and Spalding, 100 yards, third. Time, 2:07½.  
One-mile open, Class B.—L. A. Callahan, first; John S. Johnson, second; W. J. Helfert, third; F. J. Titus, fourth. Time, 2:16½.  
Quarter-mile open, Class A.—A. Gardiner, first; F. W. Fisher, second; William Birdsall, third. Time, :33½.

#### Second Day.

One-mile novice, Class A.—A. W. De Cardy, first; James A. McMahon, second; L. D. Cornish, third. Time, 2:25½.  
One-mile open, Class A.—F. W. Fisher, first; Emil George, second; J. F. Barry, third. Time, 2:31½.  
Quarter-mile open, Class B.—John S. Johnson, first; F. J. Titus, second; W. F. Murphy third. Time, :34½.  
Half-mile, 1:15 class, Class A, final heat.—Emil George, first; W. A. Lutz, second; William Birdsall, third. Time, 1:10½.  
Half-mile open, Class B.—John S. Johnson, first; Titus, second; A. Callahan, third. Time, 1:01.  
One-mile handicap, Class A, final heat.—A. Gardiner, first; James H. McMahon, second; J. G. Budd, third. Time, 2:21½.  
One-mile unpaced, Class B.—F. J. Titus, first in 2:20½, first L. A. Callahan, second in 2:25½.  
Two-mile local championship.—Fred W. Fisher, first; John Gardner, second; Frank Knowland, third. Time, 12:39½.  
Three-mile lap race, Class B.—E. F. Miller, 13 points, first; F. J. Titus and A. D. Gaylor tied for second, 7 points each.  
One-mile, unpaced, class A.—A. Gardiner, first, in 2:25½; W. DeCardy, second, in 2:34½; Jas. H. McMahon, third, in 2:39½.



## RACING AT LEICESTER AND NEWCASTLE.

Participated in by the Leading Professionals—Enthusiastic Audiences—Zimmerman Lowers the English Time for a Mile.

LONDON, August 19.—When Arthur Zimmerman happens to be temporarily out of form and hardly able to ride with his legs he rides with his nerve. At Leicester, August 16, he did this, for the injury to his leg sustained at Herne Hill had left him in a condition which for any other rider would almost have guaranteed defeat.

He had to compete against Banker, Edwards, Harris, and Wheeler who, with the exception of the last named, were in as good shape as their respective racing careers ever found them. But when he crossed the line the usual "daylight" separated him from the second man. It was a five-mile scratch race with pacemakers, and the time was 11:51½—professional record.

It is not recorded that any body ever saw Zim absolutely give up and quit in a scratch race, that indomitable "I will" being ever with him from the crack of the pistol till the tape is crossed, no matter whether he has one good leg or two. With a lower limb looking like a mouldy ham the "champion of all the champions" tagged along at the tail end of the procession, being whip-cracked around the four corners of Leicester's "square track," for four miles and three-quarters and then came tearing to the front, as he has done so many, many times.

Brother-in-law "Joe" McDermott stood on the green and took unsteady breaths. "I'm afraid Arthur will not win this. I don't like his actions. He never stays so far behind when he's feeling right," he said. Joseph, notwithstanding his experience at the game, was as nervous as a novice and he trembled in his boots at the apparent prospect of Jimmy's being defeated.

### Zimmy's Wonderful Sprint.

Wheeler had followed the tandem or the single pacemaker all the way, and he was left in the bad for the final sprint. Edwards was riding second, Harris third, Banker fourth, and Zimmerman fifth. When Zim made his rush for the front he pulled Banker with him and went by all the leaders except Wheeler with amazing ease. Wheeler, instead of profiting by Zim's coming forward, sprinted him and ran himself out trying to keep his speed when he could hang on. Only the pole was good riding and only a Zimmerman could come past everybody on the outside and get the lead safe enough to get the pole. Banker was hanging on closely and Wheeler was making a rather lame effort to keep in the society of the two leaders. Harris and Edwards had Wheeler "nailed" but they were already beaten for first or second. The "blue Jersey" kept ahead all the way and won by two lengths. Banker, who rode with the same strength that has marked his good performances of late, "ran himself blind" in his efforts to beat Zim. Edwards beat Harris out for third by inches, and Wheeler, in his conservative English form, came last.

The crowd knew a good performance when it saw one, and showed its appreciation by applauding Jimmy loudly.

### Zimmerman Attacks the Mile Record.

It had been announced that Zimmerman would go for the mile record, although he had given no authority for that piece of advertising. To forestall any possible disappointments he came out after a short rest, and, with his one good leg and one poor one, took a flying start behind the tandem of Banker and Harris. The tandems had just finished a hard race and the riders were very tired, so that the pacing was not altogether satisfactory. The first lap was done in :39, while the second fell off to 46 seconds. Wheeler and Max assisted for the final lap and Zim beat them in by half a length. The time was 2:05½, the fastest mile made in public in England, against Harris' 2:02¾ at Herne Hill last year in private trial. Had the second tandem kept the speed up to that of the first the time would have been under two minutes.

The meeting at Leicester was not the success it was calculated to be, there not being more than 2,000 people present. The Baduel-Tolstoi-Duncan management left too much to be hoped for without advertising sufficiently. It was found that simply waiting for the people to come was not as sure as it is in Paris, where the race meets almost run themselves.

### An Item From "Wheeling."

Wheeling, of August 15, says: "Mr. J. M. Erwin, who represents several American papers in Paris, is of opinion that the cycling craze will not last in the gay capital and that next year the patronage will be 'too dead to skin.'"

This is evidently another gem from the pen of that alleged authority of Wheeling who is known as the "Scorcher," and who in the same issue makes an attempt to insult an individual whom he has never met. The said Mr. E—never delivered any such opinion regarding the future of cycling in Paris and he furthermore believes that in Paris they know more about the game of cycle racing than was ever dreamed of in the philosophy of Mr. Scorcher.

This same Mr. Scorcher quotes Joseph McDermott, Zimmerman's brother-in-law, as declaring that Zimmerman will surely clear \$50,000 on the path this season. Mr. McDermott says he never made any such statement.

This Mr. Scorcher is the same alleged forecaster of fortunes who early in the season—immediately after Zimmerman's defeat in Italy—declared that every man must sooner or later pass the zenith of his power and, in his

opinion, Zimmerman had reached that period. What a sage-like prediction!

Is Mr. Scorcher either accurate, courteous, or prophetic?

### A New Theatrical Scheme.

Perhaps no cycle manufacturing concern ever advertised itself more effectually than did the Moffat Cycle Co., of Chicago, during its somewhat brief existence, and the name of George D. Moffat will not soon be disassociated from the history of the trade. This enterprising, talkative, interesting, and phoenix-like George D. Moffat was hunted up by the editor of the *Referee* and the correspondent of THE BEARINGS in Kirby street, Hatton Garden, London, where his name decorated the shop window as unmistakably as it once did the front of the Springer Building in Canal street.

"You just caught me in time," said the ex-Napoleon of Chicago cycle-edom, as he was coming out preparatory to going for luncheon. "How's Chicago? How's the Illinois Cycling Club—Sloan, Davis, Knisely, and the others? I have a new scheme on hand—Chicago will see me again and hear from me too—no, not in the cycle business; another thing altogether—bigger, far bigger."

Mr. Moffat did not want to divulge his plans, but upon promise that not a word of it would be printed, he gave a brief outline of the new enterprise in which he is to figure prominently.

Chicago is to have a new theater, and it will be operated upon the lines of the world-renowned Empire Theater of London. It might be located on Madison street, but at any rate it will be within the circle of best patronage and will be constructed on an expensive plan. No less personages than D'Oyly Carte and Sir Arthur Sullivan are already interested with Mr. Moffat, and the finance of the scheme is assured from the well-founded belief that a variety theater like the Empire will fill a great want in Chicago.

### Races at Newcastle.

A good proportion of the population of north England turned out at Newcastle-on-Tyne yesterday afternoon (August 18) to see Zimmerman, Wheeler, Harris, Banker, Edwards, James, and Max in the professional races, and a host of men in amateur races. The meeting was the third in the circuit of English professional tournaments run under the management of the Buffalo Cycling Club of Paris, and will be the last for the present, as Zimmerman, Wheeler, Banker, and others are going back to the continent tomorrow.

Taken all in all the venture has been a success in the face of an evident apathy on the part of certain N. C. U. officials, and there can be no question about the professionals having challenged most of the attention at the races.

The results at Newcastle yesterday were as follows: One-mile heats—Zimmerman, Max; Banker, James (shutting out Edwards by inches); Harris, Wheeler. Final, five miles, with pacemakers—Zimmerman, first, Wheeler second by three feet, Banker third by a length, Harris fourth and last. James, with a high gear, unfortunately failed to get in the procession at the start, and could not then catch up. Max only lasted a lap. The first mile was done in 2:12½ by Harris; second in 4:32¾ by Harris; third in 6:59 by Harris; fourth in 9:23½ by Harris.

Harris followed the tandem,

### Zimmerman Was Next.

followed by Banker and Wheeler. Harris, after the tandem (Stocks and Braithwaite) was taken off, sprinted two laps of the three and a half lap track and he probably wonders why he didn't win. The only explanation for his extraordinary tactics is that he had previously tried all other methods and hadn't won, so he decided to try another.

Harris was a length and a half ahead through most of the last lap, and Zimmerman made no effort to catch him until turning into the straight for home. Then "it was all over."

Wheeler hung on adhesively, and the two blue shirts went over the line almost together. Wheeler was happy because he beat Banker, and Banker was angry because upon running out of the line in the last lap Wheeler pre-empted his position on Zim's rear wheel. Zimmerman's time was 11:44, another reduction of the competition record in the same week.

It had been announced again that "Zimmerman would go for the mile record," and the people clamored for it.

Zim was half angry. The track was bad. The pacing, by Banker-Harris and Edwards-Max, was likewise poor, because of their having just finished a driving five-mile tandem race. In spite of all the trial netted 2:03¾.

The contention for the honor of being "second best" still continues, and of late George Banker has been keeping the upper hand.

About ten thousand people saw the races yesterday. J. M. ERWIN.

## RACING AT GALESBURG.

GALESBURG, August 29.—The race meet held here yesterday under the auspices of the Galesburg Cycle Club was a decided success. Over four thousand people were at the track, and at the present writing it looks as if the club would clear over five hundred dollars on the meet.

Following are the summaries:

Quarter-mile open.—Bert Repine, Galesburg, first; W. H. Morehead, Knoxville, second; E. Lander, Knoxville, third. Time, :33.  
One-mile handicap.—C. A. Pierce, Knoxville, first; F. C. Landor, Knoxville, second; C. C. Aims, Knoxville, third. Time, 2:21½.  
One-mile open.—E. Lander, Knoxville, first; W. H. Morehouse, Knoxville, second; W. H. Egan, Knoxville, third. Time, 2:31½.  
Half-mile open.—C. M. Ridgely, Galesburg, first; F. C. Lander, Knoxville, second; S. J. Gault, Knoxville, third. Time, 4:58.



# We Might Tell You\_\_\_\_\_

Of the many good points to which the **Waverley** can rightfully lay claim, in a whole volume of choicely selected language. But would it carry as much weight with you, as the unsolicited testimony of a well-known, time-tried wheelman, who, with no ax to grind, sang the praises of the machine from the depths of his heart?



INDIANA BICYCLE Co.,  
Indianapolis, Ind.

GENTLEMEN: Without an accident; without adjusting a screw or bolt; without injury to the tires, and without tiring myself, I pushed a 21-lb. Waverley racer, gear 72 inch, over 1,300 miles of all sorts of roads in 11 days.

I have ridden several other makes of wheels, but now think my Waverley racer the strongest, lightest, and easiest-running wheel in America—superior to all others regardless of price.

Yours very truly,

GEORGE W. LOUDON.

JAMESTOWN, PA., Aug. 17, 1894.

Honest unsolicited testimony from unprejudiced and experienced riders is the best possible evidence of true merit.

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## THE GOOD ROADS TOURNAMENT.

**The Racing Was of the First Order World's Competition Records Broken—A Financial Success.**

ASBURY PARK, N. J., Sept. 1.—The opening day of the Good Roads tournament was a disappointment in one way, but a great success in all other ways. The cracker-jacks failed to appear in any great number in either of the two events on the programme open to them, and the contests bore little significance. To an extent this was true in Class A as F. J. Jenny, of Utica, and A. W. Porter, of Waltham, were absentees.

The attendance was all that could have been desired for the opening day. The stands were well filled with an enthusiastic, if an unwise crowd. When John S. Johnson was hissed at Kansas City by a paltry 500 people simply and solely because of an accident, it was attributed in part to the backwoods element of the crowd. But when 5,000 people, or a part of 5,000, hissed Johnson for about the same cause, the other part was naturally indignant and so expressed themselves.

The Good Roads tournament has probably been more widely advertised and talked about than any other tournament of the year. Promoted by the *American Wheelman*, the cycling papers of the country have nevertheless, given it very liberal notice. Its object, good roads,

### Touched the Heart of Every Loyal Wheelman

and the visitors in Asbury Park today, drawn hither by the cycle race meet are many.

For six months the meet has been placed before the public. The profits, will be presented to the League of American Wheelmen to be applied to the cause of good roads. The officials of the meet are all prominent League officers, Sterling Elliott, editor of *Good Roads*, being the referee. Elliott, as the "Bill Nye" of cycling, carried the hearts of the people today when he stepped to the front of the stand, bared his head and said, "Ladies and gentlemen, I wish to announce that a special prize, a pair of gold mounted opera glasses, has been provided for the member of the audience who can conscientiously say he or she understands the programme. I wish also to say that tomorrow we are assured of a programme that even the judges can understand."

There was a howl of approval.

Charles H. Luscomb, A. C. Willison, and G. A. Perkins, were judges. T. A. Zimmerman, father of the "right honorable Arthur Augustus," H. D. LeCato, of Philadelphia, and W. C. Anderson, of Chicago, were timers, while W. Montague Perrett, as clerk of the course, performed the arduous duties in his usual good style.

### A Word About the Absentees.

Sanger was played out, and from Wauseon sought rest at Waltham, where many of those present should have been prior to Springfield. Cabanne was still in St. Louis under Culver's care. Dr. Brown was in Cleveland resting. R. F. Goetz was in Cleveland recovering from his Denver fall, from which he received more serious injuries than at first supposed. The Ramber team, Bliss, Githens, Lumsden, Cooper, Brandt and others were at Springfield. Bliss was injured it is said from a fall behind the tandem yesterday.

Taxis was present but indisposed, and Maddox had but just removed the bandages from his knee, from which a pint of water was pumped upon his return home from Denver, where, in that condition, he rode his world's record of 2:10½ unpaced. Maddox will ride in a week. Taxis, probably, tomorrow.

Two tumbles during the day, and neither owing to the dangerous track, was the record. The B men were afraid of the banking and rode carefully. The A men rode viciously in every event, and in the two mile New York and New Jersey handicap four were brought low in a most distressing tumble.

### The Races.

"Old man" Blauvelt just failed to qualify in the first heat of the two-thirds mile open, Class A, Royce, the quarter-mile record holder, winning by six inches from Harry Martin, of Asbury Park. G. C. Smith had little difficulty in winning the second heat, beating Shafto, of the N. J. A. C. several lengths. This, too, was a loaf. George N. Adams, of Jacksonville, Fla., was a distinguished starter in the third heat. He was "extinguished" by Sims, of Washington, and Monte Scott. It was a pretty field for the final, looking a "sure enough" win for Smith, a warm favorite here. The men loafed fearfully and only sprinted when the last turn was reached. Monte Scott started the sprint and the field swung by him on the turn. Smith was back in the bunch and several crossed and recrossed his front wheel and he sat up. W. F. Sims crossed the tape,

### A Winner by a Nose

from Martin, the local man, and a hundred hats sailed wildly into the air. G. Fred Royce was a close third. The time was 2:00½, miserably slow.

Titus was the only scratch man to start in the two-mile handicap, scheduled for three heats and run in one. Bald had 30 yards, Kennedy 45, and A. H. Barnett 170. The latter made a run-away race of it and won easily by fifty yards in 4:51½. Titus collared Bald who closed with Kennedy, who changed pace with him to catch the field, Titus trailing throughout. Into the field they went all tired out and on the fifth lap, Louis Callahan, 130 yards, came out and won second from "Vineland" Miller (120 yards), while MacDonald (130) ran fourth ahead of little Mullikin, Titus, sixth. Monte Scott, 30 yards, was virtually scratch in the final of the one-mile Class A handicap, Knecht, 180 yards, having limit and making a

great run of it. Scott pushed through the field, and Bofinger made the jump, winning by several lengths from Scott, Harrison, of Asbury, third. The time was the best of the day, 2:14½.

John S. Johnson had lost his trunk containing his racing suits and came out for the first heat of the mile open in a Sterling suit, which did not fit. C. H. Callahan, Kenne-ly, and Barnett were the other starters. Johnson set a large share of the pace. He and Kennedy were neck and neck for the last lap when Barnett on the backstretch challenged the leaders. Johnson accepted and came into the stretch leading. Kennedy held the corner more closely than Barnett and finished but a foot back of Johnson. This was a loaf in 2:54½.

### The Good Men Stayed Out

of the second heat. Taxis was not riding. Maddox is still lame and Titus and Bald did not come out. L. A. Callahan was the favorite. Mullikin and Ganse, the only other starters, held back when Callahan started to sprint the entire last third. On the stretch there was a fierce little battle and Mullikin was the winner. Tyler, E. C. Johnson, Miller, and Goehler was the order of the finish of the next heat and Tyler was cheered. E. C. Johnson made his

### First Appearance in the East

and as he crossed the tape, his teeth gritted and face red, he had beaten Miller a half length. Johnson, Mullikin, Tyler, Kennedy, Ganse, and E. C. Johnson was the order on the tape in the final. L. A. Callahan was the pacemaker. At the start Johnson broke his chain and was out. When he reached the stand he was hissed most unjustly. He politely bowed his acknowledgement. Callahan led to the end of the first turn on the last lap.

### Tyler Took the Lead

and sprinting won by two lengths from Kennedy, Mullikin third. Ganse struck the pole and went over. The time was 2:21½.

### Summaries:

Two-thirds mile open, Class A, first heat.—G. F. Royce, first; H. B. Martin, second; E. L. Blauvelt, third. Time, 1:41½.

Second heat.—G. C. Smith, first; F. Shafto, second; W. H. Blake, third. Time, 2:05½.

Third heat.—W. F. Sims, first; Monte Scott, second; George N. Adams, third. Time, 1:58.

Final heat.—W. F. Sims, first; H. B. Martin, second; G. F. Royce, third. Time, 2:00½.

Two-mile handicap, Class B.—A. H. Barnett, 170 yards, first; L. A. Callahan, 130 yards, second; E. F. Miller, 120 yards, third; Ray MacDonald, 130 yards, fourth. Time, 4:51½.

One-mile open, Class B, first heat.—J. S. Johnson, first; A. D. Kennedy, second; A. H. Barnett, third. Time, 2:54½.

Second heat.—W. H. Mullikin, first; C. E. Ganse, second; L. A. Callahan, third. Time, 2:55½.

Third heat.—H. C. Tyler, first; E. C. Johnson, second; E. F. Miller, third. Time, 2:39½.

Final heat.—H. C. Tyler, first; A. D. Kennedy, second; E. H. Mullikin, third. Time, 2:21½.

One-mile handicap, Class A, first heat.—E. A. Bofinger, 55 yards, first; L. Gubberly, 140 yards, second; J. H. Harrison, 95 yards, third. Time, 2:19½.

Second heat.—W. D. Knecht, 180 yards, first; F. E. Doup, 85 yards, second; W. C. Roome, 70 yards, third. Time, 2:18½.

Third heat.—J. M. Baldwin, 85 yards, first; Monte Scott, 30 yards, second; H. Hawthorne, 115 yards, third. Time, 2:16½.

Final heat.—E. A. Bofinger, 55 yards, first; Monte Scott, 30 yards, second; J. H. Harrison, 95 yards, third. Time, 2:14½.

Two-mile handicap, Class A, for New York and New Jersey riders.—E. A. Bofinger, 75 yards, first; W. C. Roome, 95 yards, second; A. J. Hargan, Newark, 230 yards, third; Ray Dawson, 100 yards, fourth. Time, 4:46.

One-mile novice.—J. S. Fink, Englewood, first; A. Brown, second; William Weller, Newark, third. Time, 3:01.

## THE SECOND DAY.

Two sensational five-mile scratch races in one day, world's records falling in each, has seldom been the lot of any race meet. At Denver the five-mile competition record was twice cut, once by a Class B man and again by a Class A man. The performance was nearly duplicated here. The Class B men had another crack at this record today in an open race and failed, although they did succeed in clipping 2½ seconds off the four-mile record, Barnett leading. He had barely been rubbed down ere his record was broken by Monte Scott, Class A, who clipped it 18½ seconds and added to his laurels by reducing the five-mile time by 4 seconds, making the new figure read 12:11. The records were made in a scratch event, the Metropolitan District championship, and by Class A men at that.

These were the first

### World's Records For Asbury Park,

and the Asbury Park Wheelmen are more than delighted. To both Scott and F. E. Doup belong the honors. To the officials belong the blame for allowing the pacemakers to obstruct the stretch on the last third. Doup swung the corner strong, and a very likely man to snatch the honors from Scott. A pacemaker was in the way and he had to swerve to pass, losing his opportunity. Without this mishap the fight between the two would have been a grand finale to the day's sport, and, as it was, Doup finished dangerously close to Scott. This race was confined to riders within a radius of fifty miles of New York city, and brought out the cream of the great army of racing men in that district. Of the six starters were Scott, Doup, and G. B. Cobb, Jr., who were the only men in at the finish.

In the five mile open, Class B, the first mile was ridden in 2:37, the A men doing 2:29. The "B" two miles was 5:10, the "A" was 4:57. The "B" three mile was 7:35, the "A" 7:27½. The "B" four miles was 10:10, the "A" 9:51½, and the two five-mile times 12:37½ and 12:11.

The district championship resembled greatly the two mile national championship at Denver. The pace in both killed off all but two men, and two "deader" looking men never finished a race than these two.



# Palmers take **MORE** Prizes

THAN ALL OTHERS PUT TOGETHER.

All on standard pattern tire as supplied to the public==not a "special."

4 MILES  
COMPETITION  
**9:51<sup>3</sup>/<sub>5</sub>**

2 More **WORLD'S RECORDS**  
ON PALMERS.

Monte Scott, at Asbury Park, smashes Class B records.

5 MILES  
COMPETITION  
**15:11**

AT DENVER, COLORADO:

1/4 mile, competition, flying, W. C. Sanger, - - :26  
1 mile, competition, flying, F. J. Titus, - - 2:10 2-5  
1 mile, competition, class A, L. A. Callahan, - - 2:11 4-5  
1 mile, unpaced, class A, L. A. Callahan, - - 2:16 4-5  
1 mile, unpaced, flying (tandem) Titus and Cabanne, 1:56 4-5  
2 miles, paced, standing, A. D. Kennedy, - - 4:15  
5 miles, NATIONAL CHAMPIONSHIP, F. J. Titus 12:19 1-5

**World's  
Records.**

## NOTICE.

We do not report 1 or 2 firsts and seconds; but give number of prizes offered with total taken on Palmers.

At Seattle, Wash., Aug. 12	- - -	8	out of a possible	13	prizes.
Mt. Clemens, Mich., Aug. 23	- - -	23	" "	32	"
Kansas City, Mo., Aug. 23 and 24	- - -	27	" "	42	"
Council Bluffs, Ia., Aug. 24 and 25	- - -	30	" "	52	"
St. Louis, Mo., Aug. 25	- - -	20	" "	25	"
Wauseon, O., Aug. 27	- - -	26	" "	40	"
Bloomington, Ill., Aug. 31	- - -	18	" "	22	"

LOOK AT THESE.

Owosso, Mich.	- - -	Every prize	6	races.
Warren, O., Aug. 16 and 17	- - -	20	out of a possible	21 prizes.
Portland, O., Aug. 18	- - -	13	" "	14 "
Pueblo, Colo., Aug. 20	- - -	23	" "	27 "
Frankfort, Ind., Aug. 30	- - -	10	" "	12 "
Champaign, Ill., Aug. 29 and 30	- - -	18	" "	21 "

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Although but one record was broken, the Class B five mile

### Was Highly as Interesting.

There was a good field of starters, including J. S. Johnson, F. J. Titus, L. A. Callahan, A. D. Kennedy, A. H. Barnett, H. A. French, of Baltimore, A. B. Goehler, C. H. Callahan, and W. F. Murphy, Miller, E. C. Johnson, Goehler and Barnett did great pacing.

In the third mile Barnett attempted a run away and the field got after him, Johnson, C. M. Murphy, Titus, and MacDonald seeking and finding the front positions. Then W. F. Murphy tried a run away and was caught, and Barnett spirited out at the finish of the fourth mile, finishing in 10:10, 2<sup>2</sup>/<sub>5</sub> seconds ahead of Kinsely's record.

Goehler was leading the last lap, Kennedy second, then Johnson and Titus. Louie Callahan made a jab but was quickly passed by Johnson, who led into the stretch, closely pressed by Callahan. Down the straight Titus woke up and coming strong squeezed by Callahan at the tape, Kennedy fourth. As the field rounded the turn at a great gait, Charles Callahan slipped, his tire rolled off the rim and he went down, Charley Murphy went over and C. E. Ganse followed suit. Callahan nearly lost a thumb in a competitor's wheel.

The two-thirds mile open, Class B, was run in heats. A. H. Barnett, John S. Johnson, C. M. Murphy, M. J. Carter, and W. H. Mullikin started in the first heat. Johnson made all the pace and finished an easy first, followed C. M. Murphy and Mullikin. Time, 1:46. A time limit of 1:40 was placed on this heat, and it was consequently declared no race, though it should have been, Johnson setting every inch of the pace. In the run-over Johnson refused to start, though all the others did. Barnett ran away from the bunch which he lead by thirty yards at the finish of first lap. In the backstretch Murphy passed him, but, sitting up in the homestretch, was passed by Barnett, who won in 1:33<sup>1</sup>/<sub>5</sub>, this being the fastest heat, the second man, Murphy, qualified for the final.

In the second heat Bald and Goehler were the only starters, and it was an easy thing for Bald, who finished in 1:38<sup>1</sup>/<sub>5</sub>.

In the third heat Ray MacDonald, E. C. Johnson, and Tyler appeared. Johnson took the first quarter, Ray MacDonald the next, and

### Tyler Galloped Home a Winner,

with Johnson second, in 1:37<sup>1</sup>/<sub>5</sub>.

The fourth heat brought out L. A. Callahan and Miller. Callahan took the first lap and was jumped on the second and last by Miller who held the lead to within fifty feet of the tape when Callahan came up and passed easily winning in 1:37<sup>1</sup>/<sub>5</sub>.

The fifth heat was contested for by "Soubrette" Kennedy, C. H. Callahan, and Ganse. The first-named hit it up for the entire first lap when he was passed by Callahan, who waited until the last turn for his sprint, and was beaten at the tape by Kennedy in 1:36.

Bald, Tyler, Lou Callahan, Kennedy, C. M. Murphy, and A. H. Barnett started in the final. Kennedy at once took the pace, which he held till the backstretch of the last lap, when he was passed by Tyler and Bald. The two fought a beautiful race up the homestretch and finished Tyler first, followed closely by Bald second, C. M. Murphy third, in 1:39<sup>3</sup>/<sub>5</sub>.

Ray MacDonald went an exhibition flying half mile to break the track record of 1:02<sup>2</sup>/<sub>5</sub>, held by George C. Smith. Bald took him the first quarter in :30<sup>3</sup>/<sub>5</sub> and Tyler picked him up magnificently and brought him home easily in 1:00<sup>3</sup>/<sub>5</sub>.

### Summaries:

One-mile novice.—C. L. Decker, first; J. P. Rogers, second; R. V. Parker, third. Time, 3:17.

Two-mile handicap, Class A, first heat.—W. F. Sims, 30 yards, first; W. C. Roome, 95 yards, second; F. Shafro, 165 yards, third. Time, 5:01<sup>1</sup>/<sub>5</sub>.

Second heat.—J. H. Harrison, 150 yards, first; E. A. Bofinger, 30 yards, second; Ray Dawson, 100 yards, third. Time, 5:02<sup>1</sup>/<sub>5</sub>.

Third heat.—J. M. Baldwin, 160 yards, first; C. A. Church, 120 yards, second; G. C. Smith, scratch, third. Time, 5:03<sup>3</sup>/<sub>5</sub>.

Final heat.—W. F. Sims, 30 yards, first; E. A. Bofinger, second; W. C. Roome, 95 yards, third; Ray Dawson, Boonton, 100 yards, fourth; C. A. Church, 120 yards, fifth. Time, 5:07.

Two-thirds mile open, Class B, first heat; time limit 1:40; run in 1:46. No race. Finish J. S. Johnson, C. M. Murphy, and W. H. Mullikin. Run-over.—A. H. Barnett, first; C. M. Murphy, second; A. H. Mullikin, third. Time, 1:33<sup>1</sup>/<sub>5</sub>.

Second heat.—E. C. Bald, Buffalo, first; A. B. Goehler, Buffalo, second. Time, 1:38<sup>1</sup>/<sub>5</sub>.

Third heat.—H. C. Tyler, first; E. C. Johnson, second; Ray MacDonald, third. Time, 1:37<sup>1</sup>/<sub>5</sub>.

Fourth heat.—L. A. Callahan, first; E. F. Miller, second. Time, 1:37.

Fifth heat.—A. D. Kennedy, first; C. H. Callahan, second; C. E. Ganse, third. Time, 1:33.

Final heat.—H. C. Tyler, first; E. C. Bald, second; C. M. Murphy, third; A. D. Kennedy, fourth; L. A. Callahan, fifth. Time, 1:39<sup>3</sup>/<sub>5</sub>.

One-third mile for New Jersey riders.—H. B. Martin, first; Monte Scott, second; G. Fred Royce, Jr., third. Time, :44<sup>1</sup>/<sub>5</sub>.

Five-mile open, Class B.—J. S. Johnson, first; F. J. Titus, second; L. A. Callahan, third; A. D. Kennedy, fourth. Time, 12:37<sup>3</sup>/<sub>5</sub>. Time of four miles 10:10, by Barnett; world's record 10:12<sup>2</sup>/<sub>5</sub> by C. T. Knisely.

Five-mile Metropolitan district championship.—Monte Scott, first; F. E. Doup, second; G. B. Cobb, Jr., third. Time, 12:11. Time by miles, one 2:29, two 4:57, three 7:27<sup>3</sup>/<sub>5</sub>, four 9:51<sup>3</sup>/<sub>5</sub>. Four and five mile times both by Monte Scott, world's record.

### THE THIRD DAY.

Five thousand people gathered for the third day's racing, all agog over the anticipated meeting of Tyler and Johnson. The two record breakers claimed all the public's attention, but those "who knew" were disposed to count Charley Murphy and Bald as possibilities not to be despised. Titus was a prominent factor, the others were not. Johnson and "Tomec" had well laid plans which, in this case, miscarried. Tyler was there to ride for that \$500 piano and ride he did, winning by a length,

Titus beating Jonnson a half length, Goehler winning the fourth prize, a monkey and Kennedy and Charley Murphy sitting up on the straight.

The final of this race was called, the last event on the programme and Louis Callahan was placed on the pole as pacemaker. Tyler, Johnson, Titus, Murphy, Kennedy, and Goehler came in the order named.

Kennedy

### Jumped Away Ahead of the Pacemaker

who gained the lead on the turn. Murphy followed with Kennedy, Tyler, Johnson, Titus, and Goehler as named. Each had thoughts of that piano and the game was one of interest. No change was made in the order for the first two laps. As Callahan dropped out, there was a moment of hesitation and the men bunched, Titus moving forward. Tyler jumped out on the bank, swinging the corner wide. Johnson started forward suddenly and all looked for another of those sensational sprints. But Titus, shooting in toward the pole headed off Johnson. In the middle of the backstretch Tyler led and Johnson was close after him. Titus came up and taking the top of the banking was in a good position at the last turn. He came down the hill and sprinting beautifully passed Johnson and came within a length of Tyler at the tape. Johnson sprinting wildly into third, a foot back of Titus. The time was 2:20<sup>1</sup>/<sub>5</sub> and 5,000 people cheered the great race and its winner.

Louis Callahan's win of the mile handicap from 60 yards in 2:11<sup>1</sup>/<sub>5</sub> but bears out the prediction that this boy has the right stuff. He is a fighter and rides with his head, and follows orders exactly. Tom Eck bespeaks for Louis

### A Bright Place In the Racing World.

He has ridden and will ride on the Yellow Fellow team.

But one fall occurred during the day. Blauvelt for the second time barking shoulder and elbows. In the third heat of the two-third mile Class A handicap, Blauvelt was coming up on the field when the saddle of a Baltimore rider in front loosened. He swerved wildly and Blauvelt landed on all fours. He was all bandaged at the time from his Thursdays' fall, also some one's else fault. Three cleaner days of sport were never seen. Referee Elliott was referee in fact as well as in name.

About eight hundred dollars will be added to the Good Roads fund. The *American Wheelman* and its energetic worker, W. Montague Perrett, are to be congratulated, on their success.

F. P. Prial, editor of *The Wheel*, gave a special prize of \$75 to Class B and \$50 to Class A for the fastest unpaced mile of the day, men of both classes competing. The "B's" were penalized 5 seconds. This penalty cost A. H. Barnett the prize, his time, 2:23<sup>4</sup>/<sub>5</sub>, being beaten by Sims of Washington (5 seconds being added) Sims doing 2:26<sup>1</sup>/<sub>5</sub>. The other times were F. E. Doup, 2:31<sup>1</sup>/<sub>5</sub>; W. C. Roome, 2:33, and W. H. Blake, 2:37<sup>1</sup>/<sub>5</sub>. H. H. Maddox succeeded, lame as he is, in clipping the track record held by Zimmerman of 2:15, several seconds, doing 2:09<sup>1</sup>/<sub>5</sub>. Bald and Kennedy on a tandem, paced him two-thirds, and Taxis brought him home.

The Murphy brothers did a half on a tandem in :59<sup>1</sup>/<sub>5</sub>; Titus and Miller a mile in 2:07<sup>1</sup>/<sub>5</sub>. Both tandem records for the track.

### Summaries:

One-mile handicap, Class B.—L. A. Callahan, 60 yards, first; C. E. Ganse, 140 yards, second; E. F. Miller, 80 yards, third; A. B. Goehler, 70 yards, fourth. Time, 2:11<sup>1</sup>/<sub>5</sub>.

Two-thirds mile handicap, Class A, first heat.—W. D. Knecht, 110 yards, first; Ray Dawson, 40 yards, second; F. E. Doup, 50 yards, third. Time, 1:25<sup>1</sup>/<sub>5</sub>.

Second heat.—H. B. Martin, 45 yards, first; J. H. Harrison, 60 yards, second; W. F. Sims, scratch, third. Time, 1:25<sup>1</sup>/<sub>5</sub>.

Third heat.—R. L. Arner, 110 yards, first; J. M. Baldwin, 50 yards, second; W. H. Blake, 70 yards, third. Time, 1:28<sup>1</sup>/<sub>5</sub>.

Final heat.—W. D. Knecht, 110 yards, first; R. L. Arner, 110 yards, second; H. B. Martin, 45 yards, third. Time, 1:25<sup>1</sup>/<sub>5</sub>.

One-mile open, Class B, first heat.—J. S. Johnson, first; C. M. Murphy, second; W. H. Mullikin, third. Time, 2:23.

Second heat.—F. J. Titus, first; A. D. Kennedy, second; L. A. Callahan, third. Time, 2:30<sup>2</sup>/<sub>5</sub>.

Third heat.—H. C. Tyler, first; A. B. Goehler, second; E. C. Bald, third. Time, 2:26<sup>1</sup>/<sub>5</sub>.

Final heat.—H. C. Tyler, first; F. J. Titus, second; J. S. Johnson, third. Time, 2:20<sup>1</sup>/<sub>5</sub>.

Third-mile open, Class B, first heat.—F. J. Titus, first, L. A. Callahan, second; C. E. Ganse, third. Time, :45<sup>1</sup>/<sub>5</sub>.

Second heat.—Ray MacDonald, first; E. C. Bald, second; E. C. Johnson, third. Time, :46.

Final heat.—Ray MacDonald, first; F. J. Titus, second; E. C. Bald, third; L. A. Callahan, fourth. Time, :46<sup>1</sup>/<sub>5</sub>.

One-mile Class A, for New York, New Jersey, and Pennsylvania riders, first heat.—Monte Scott, first; F. E. Doup, second; F. Shafro, third. Time, 2:43<sup>1</sup>/<sub>5</sub>.

Second heat.—J. M. Baldwin, first; G. B. Cobb, Jr., second; W. C. Roome, third. Time, 2:49<sup>1</sup>/<sub>5</sub>.

Final heat.—Monte Scott, first; J. M. Baldwin, second; W. C. Roome, third; Ray Dawson, fourth. Time, 2:56<sup>1</sup>/<sub>5</sub>.

### A NEW YORK ROAD RACE.

NEW YORK, Sept. 3.—The twenty-five mile road race of the Lafayette Wheelmen of this city today resulted in a win for F. D. Smith, who rode the distance in 1:26:30<sup>3</sup>/<sub>5</sub>; W. F. Beam finished second, his time being 1:29:30. J. T. Beam's time was third best, he winning third time prize in 1:30:43<sup>3</sup>/<sub>5</sub>. F. D. Smith, in addition to winning the race, also carries off first time prize. Following Smith at the finish came W. F. Mackey, W. Beam, M. Busch, and John Beam. There were several bad hills to be negotiated in the course, in addition to which a strong head wind and plenty of dust made good time impossible. The course chosen for the race was on Staten Island.

The Syracuse Cycle Co., Syracuse, N. Y., are getting out a very handsome circular entitled, "A Royal Flush." They will be glad to supply their friends with these.



**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

# 17

## WORLD'S RECORDS !

1.	Harry Tyler	1-3 mile	flying start,	:37 1-5
2.	"	1-2 "	" "	:55 4-5
3.	"	2-3 "	" "	1:14 1-5
4.	"	1 "	" "	1:53 4-5
5.	"	1 "	standing start	1:57 3-5
6.	"	1 "	unpaced,	2:07 2-5
7.	"	1-4 "	" "	:26 3-5
8.	"	1-2 "	" "	:56 4-5
9.	A. Gardiner	1-3 "	" A	:40 1-5
10.	Nat Butler	1 1-4 "	paced	2:36
11.	"	1 1-3 "	" "	2:45 2-5
12.	"	1 1-2 "	" "	3:05 2-5
13.	"	1 2-3 "	" "	3:26 2-5
14.	"	1 3-4 "	" "	3:36 4-5
15.	"	2 "	" "	4:07 2-5
16.	Turnbull	1 "	novice	2:23 3-5
17.	Bainbridge	10 "	road	26:13 1-2

### COPY OF TELEGRAM:

SPRINGFIELD, MASS., August 27, 1894.

MORGAN & WRIGHT, Chicago.

Made unpaced mile this afternoon in 2:07 2-5; also hold quarter in :26 3-5, and half in :56 4-5, unpaced. Tires O. K. H. C. Tyler.

## MORGAN & WRIGHT, CHICAGO.

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**MORGAN & WRIGHT TIRES**  
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prison, floats away to the freedom of  
championship with no uncertain flight

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wings are tried,

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comes a champion of the Crimson Rim.

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## NEWS FROM THE EMPIRE CITY.

**The Mercury Wheel Club, of Flushing, Will Hold a Meet on the 8th—A Couplet of Jokes.**

NEW YORK, N. Y., Sept. 3.—This has been a busy week among wheelmen and in wheeling circles. What with the Good Roads tournament and the Labor Day sports today, racing has received more than its share of gossip.

Last Saturday evening a crowd of the Riverside Wheelmen left for Hartford, Conn., on their annual trip to the race meet there today. In the crowd were J. L. Miller, Ed Powers, J. F. Fitch, "Charley" Brown, C. B. Robinson, W. Walton, R. F. McCoy, T. Ward, J. C. Brown, T. Nagle, C. B. Weeks, and about a dozen others. They took the midnight boat for New Haven, from which city they wheeled it to Hartford. They are due to return tomorrow morning, but the chances are that they will take advantage of the opportunity to enjoy themselves and remain longer.

Last Thursday evening a meeting of the race meet committee of the Mercury Wheel Club, of Flushing, L. I., was held, and the reports of the various sub-committees acted upon. It is a sure thing, practically, that the club's race meet next Saturday will be a huge success, even although they are all Class A events. Alexander Schwalbach will officiate as referee, which occasion will be the 199th time that Alexander has been an official in some capacity or other in his career of twenty years in cycling. The most promising race of the day is the one-mile championship of Long Island. All the crack K. C. W. racers have entered in this event, as have also other riders of local reputation. Capt. Fred Hawley, of the Kings County Wheelmen, will clerk the course, as he alone can do it, and if the meet is anything but a success, it will not be on account of poor management.

### Elliott Perpetrates a Joke.

Last Saturday, at Asbury Park, between the races, Sterling Elliott, referee of the meet and editor of *Good Roads*, stepped jauntily onto the track, and in an instant all was attention. Starting in a tremulous voice Mr. Elliott said: "By special arrangement with the police force of Asbury Park, we have planned to have every person on the grounds detained for a while. You may wonder why this apparently unseemly motive has been resorted to, but when I explain it you will understand. There is a paper published by the L. A. W. known as *Good Roads*. It is issued monthly and for the betterment of our highways. The subscription price is \$1 per year (in advance) and each person will be detained on the ground by the aforesaid police department until you have all subscribed. If you have not the dollar with you, you may send it by mail to the office of *Good Roads*, 12 Pearl street, Boston, and we will see to it that your name goes on the list."

A laughable event of the last day was when H. D. LeCato, of Philadelphia, announced in the absence of Fred Burns (who had gone elsewhere for the day), "The next event will be the one-mile championship of Class B. The first prize in this event will be a \$500 upright piano, and the fourth prize will be the monkey attached to the end of this chain." LeCato had the "monk" sitting on his shoulder while he spoke and when some one yelled out, "Which end of the chain," the announcer was completely crushed.

Geo. A. Perkins, who performed the duties of judge, saw H. L. Saltonstall crossing the track and inquired of Mr. Luscomb who that gentleman was. Said Perkins, "He looks like a priest." To which the president of the League, always fond of a joke, replied, "Why it is a priest. That's Father Francis, of Newark." Then calling him over Luscomb introduced Saltonstall to Perkins as follows: "Father, let me present to your divine excellency Mr. George A. Perkins, of Boston. Mr. Perkins, this is Father Francis, of St. Michaels Parish. Perkins, never having seen Saltonstall before, raised from his chair and taking off his hat bowed low in humble acknowledgement of the honor being bestowed upon him. Whereupon, Saltonstall, who did not see the point, said, "Mr. Perkins, howdy! I'm glad to meet you." And Perkins was carried off in a dazed condition.

### OH, WHAT A FIZZLE.

BUFFALO, N. Y., Sept. 3.—Many road races, good, bad, and indifferent, have been held in Buffalo in the past, but it can be safely said that in no instance was there displayed the management, or rather lack of management, that was shown in a 25-mile event, over the Martin course, conducted by a Buffalo evening daily today. The race had been thoroughly advertised, and as a consequence the entry list numbered just eighty contestants, among whom were some of the best road riders in the country; men who have shown Van Wagoner, Butler, Snow, and others their rear wheels. The prizes, while few in number, were excellent, and well worth racing for.

With these advantages, and good prospects for a rattling race with exciting finishes, it would be naturally expected that the arrangements would be of the best, and that the management would have matters well in hand. But in this respect, both the racing men and the general public were sadly disappointed. No cycling corps is employed upon the editorial staff of this paper and as a consequence the arrangements for the contest were conducted in an amateurish fashion. The only redeeming feature was the handicapping. That was done by the official handicapper, and was properly attended to.

No quarters were provided for the racing men, and the boys had to hustle for themselves. Consequently the clerk of the course could not find the men to allot their numbers. None were given out until the men were

lined up, and then they were dished out in haphazard fashion, no record being taken as to which man wore a certain number, so the judges were all at sea in preparing the summary after the race. The men were all sent off on an imperfect start, the starter not waiting until the clerk of the course had the men on the proper marks, and as a result about half the men started before and the other half after the sound of the pistol.

The spectators encroached upon the course, and a number of the men were fouled and thrown right at the start. Finally, after a deal of excitement and bungling, the men were all away, and the now thoroughly disconcerted officials stopped to consider how on earth the names of the winners could be ascertained. After discussion it was decided to trust to luck.

The feature of the racing was the defeat of the scratch men by W. L. Steimal (a handicap man) for time prize by over 3 minutes. The race for second time promised to be very exciting, the big field of "liners" coming down the stretch in a bunch. When about fifty yards from home, however, Weinig and Leonert collided and fell, carrying with them several other riders. W. F. Buse, who was in the rear, made a sneak around the pile of contestants on the stretch, and came home an easy winner of the \$100 diamond for second time prize.

The prettiest finish of the day was the contest between the winner and the second man on the last fifty yards of the stretch. On they came at a rattling clip, the second man gradually overhauling the leader until both were on even terms, then falling back and crossing the tape a length behind. Their numbers were sixty-nine and sixty-five, and none of the officials had any idea as to who the men were. The field finished singly and in bunches, but only thirty of the seventy-four survived the ride.

The wrangle between the judges in deciding the winners was a regular picnic. One insisted that Myer was the prize winner; another that De Temple was the lucky man, and still another averred that Christ, a man who did not even start, was entitled to first honors. The matter was finally referred to a local cycling writer, who witnessed the finish, and was acquainted with the winners. The second man was also the cause of much trouble, Short, the tenth finisher, being accredited with second. Not a single one of the actual winners was properly placed, and it required several hours of hard work to reduce order out of chaos. It is safe to say that the paper in question will not run another race, for it is today the laughing stock of the entire local cycling world.

The order of finish was as follows:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	W. E. De Temple.	8:00	1:19:30	14	B. Cleveland.	2:00	1:18:00
2	W. L. Runser.	8:00	1:19:00½	15	M. W. Mignerney.	7:00	1:18:30
3	C. Wedell.	8:00	1:19:1½	16	A. E. Weinig.	Scr.	1:17:00
4	E. D. Mills.	8:30	1:19:15	17	W. F. Plough.	8:00	1:25:00
5	Ray Duit.	7:00	1:19:00	18	E. F. Leonert.	Scr.	1:17:30
6	H. G. Winter.	6:30	1:18:45	19	F. W. Julier.	6:30	1:24:30
7	W. L. Steimal.	1:30	1:18:45	20	A. Schultmeyer.	4:00	1:23:00
8	F. J. Savies.	4:30	1:17:00	21	C. A. Sliker.	3:00	1:22:30
9	A. Watts.	7:00	1:19:45	22	W. N. Evans.	7:00	1:26:00
10	H. Short.	8:00	1:22:40	23	J. E. Keenan.	7:00	1:27:00
11	G. M. Dittley.	6:00	1:21:00	24	E. Reinecke.	7:00	1:28:00
12	W. F. Buse.	Scr.	1:16:00	25	G. Weiss, Jr.	7:30	1:28:00
13	C. Werick.	1:30	1:18:00				

### A POTHUNTING EXCURSION.

BUFFALO, N. Y., Sept. 1.—Leonert, Foell, Northrup and Mignerney of this city went off on a pothunting jaunt to Franklinville today and returned with a first and a couple of seconds and thirds. A half-mile dash was the only open scratch event, and in this race the Bisons finished first, second, third and fourth in the order named above. A middle-mark country lad, Newton, of Little Valley, captured the one, two and five mile handicaps in neat style, a friend of his, somewhat ahead of him doing the donkey work, and then being pulled up into second place by Newton in the final effort. These two showed excellent track generalship for ruralists, and in time will make it interesting for the faster ones.

#### Summaries:

One-mile novice.—H. Emery, first; A. J. Smith, second; W. Damon, third. Time, 2:49½.

Half-mile dash.—Leonert, first; Foell, second; Northrup, third; Mignerney, fourth. Time, 1:12½.

One-mile handicap.—W. A. Newton, 90 yards, first; G. W. Gardner, 100 yards, second. Leonert, scratch, third, Foell, scratch, fourth. Time, 2:21.

Two-mile handicap.—W. A. Newton, 85 yards, first; G. W. Gardner, 110 yards; H. W. Northrup, 60 yard, third; M. W. Mignerney, scratch, fourth. Time, 5:24½.

Five-mile handicap.—Newton, 400 yards, first; Norton, 550 yards, second; Foell, scratch, third. Time, 14:38½.

One-mile quadruplet, against time.—Leonert, Foell, Northrup, Mignerney. Time, 2:13½.

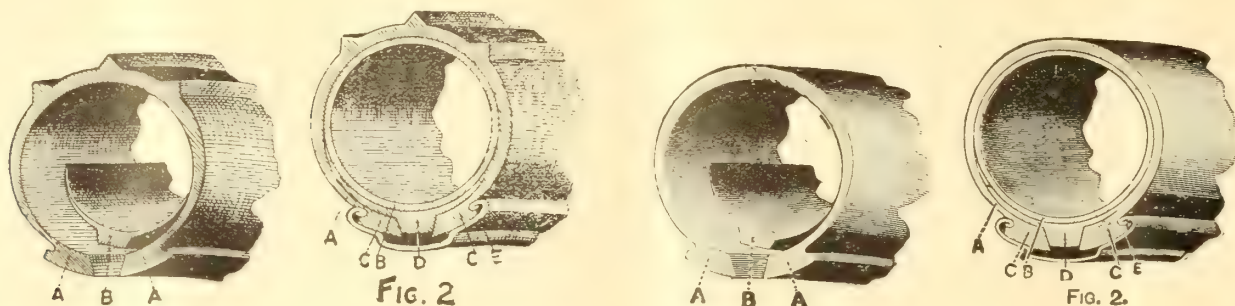
### Races at Wheaton, Ill.

The Chicago wheelmen who attended the races at the Du Page County Fair, at Wheaton, Ill., last week, are loud in their praises of the splendid treatment that they received at the hands of the Wheaton riders. They were made to thoroughly enjoy their brief visit. Among the visitors were: Marius Nelson, Fred and Martin Nessel, J. J. Bezenek, Charles Blum, F. W. Osmun, Fred Osmun, and Oscar Olsen.

### A Rhode Island Road Book.

The Rhode Island division has issued a pocket-size road book giving a map and any number of desirable routes. The book is free to members of that division, and can be had of the secretary-treasurer for 50 cents by League members, and by others for \$1.





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TRENTON, N. J., U. S. A.



## A BUDGET FROM ST. LOUIS.

### Trouble Over Gate Receipts—Women Enter the Racing Field—The Summaries.

ST. LOUIS, Mo., Sept. 2.—There is a very strong feeling among the Associated Cycling Clubs that they did not receive, to say the least, fair treatment at the hands of the Pastime Athletic Club, who compelled the Associated clubs to allow them to handle the gate receipts before they would permit the meet of August 25 to be run on their track. As theirs was the only available track the Associated Cycling Clubs were compelled to acquiesce. When the returns were made the Pastime stated that a trifle over eighteen hundred people were present, although the day of the races the grand stand and bleachers, which seat 4,000, were comfortably filled. Great surprise was manifested, but the Associated Cycling Clubs were again the under dog in the fight, for although they thought every safeguard had been taken to obtain correct returns, they proved to be futile.

The turnstiles, which were supposed to be an unflinching record of the attendance, recorded 3,276 admissions, but the Pastime set up the defense that they are far from correct. So the matter stands at the present time, the relations between the two organizations being strained to a degree. What action the Associated clubs will take remains to be seen.

#### Pastime Club Meet.

The postponed meet of the Pastime club took place on September 1 and the features were a half-mile race for ladies and the 1-mile race for Pastime members for the Buckley trophy, which is a handsome gold watch with a diamond set in one side of the case and the club emblem engraved on the other.

For the ladies race four of the fair ones have been training for the past three weeks on the Pastime track and have had a colored "aunty" to care for them and rub them down. A bloomer costume was usually worn, but on several occasions one of the quartet had the temerity to put in appearance arrayed in a suit, which exposed a considerable portion of the anatomy of her nether limb in the region of the knee. This innovation, while it undoubtedly would have been received well enough by the spectators, was deemed unwise by the management and was discarded. It was this race which was the principal incentive for the 1,500 attendance. The race, itself, was won by Miss Minnie Walden in 1:28, with Miss C. D. Field, second. The event was not enthusiastically received, although there was some cheering. There seemed to be an inclination to laugh at the affair, but not a thing was said or done that could hurt the feelings of the contestants.

Cabanne won the Buckley trophy after a loafing race, although Ed Grath, might have made a better showing had not John Coburn interfered with him in the homestretch. As it was, Coburn got second, and Grath third.

During the afternoon Miss Walden went for a

#### Mile Ladies' Record.

and paced by E. E. Anderson and Tom Coburn, she did 2:58. Will Coburn lowered the half-mile state record to 1:03½, a drop of 2¾ seconds. Joe Howard established a sixteen-year-old mile record, doing 2:17¾. Bert Harding had a try at the Class A unpaced mile (2:26½), and in all probability would have "nailed it" but for the wind on the backstretch. As it was he did 2:28¾.

#### Summaries:

One-mile handicap, Class A.—Tom Coburn, 45 yards, first; Goode Cabanne, 115 yards, second; Jno. Hurck, scratch, third. Time, 2:29¾.

One-mile open, Class B.—L. D. Cabanne, first; Ed Grath, second; Jno. Coburn, third. Time, 2:38¾.

Half-mile, ladies.—Minnie Walden, first; C. D. Field, second; Ida Vail, third. Time, 1:28.

Two-mile handicap, Class A.—Joe Howard, 75 yards, first; Louis Coburn, 110 yards, second; Tom Coburn, 90 yards, third. Time, 4:56¾.

Two-mile handicap, Class B.—L. D. Cabanne, 80 yards, first; J. W. Coburn, 220 yards, second; Ed Grath, 120 yards, third. Time, 4:36¾.

Third-mile, boys.—Alex Aitken, first; Clarence Linck, second; H. Sutherland, third. Time, 5:32.

One-mile open, Class A.—E. E. Anderson, first; Jno. Hurck, second; Tom Coburn, third. Time, 2:35¾.

One-mile handicap, Class A.—E. E. Anderson, scratch, first; Bert Harding, 35 yards, second. Time, 2:21¾.

One-mile, P. A. C. members, Class B.—L. D. Cabanne, first; Jno. Coburn, second; Ed Grath, third. Time, 2:44¾.

Jordan & Sanders, the bicycle dealers, had a streak of hard luck last Thursday evening, when their safe, which had been carelessly left open was "touched" by thieves and \$40 in cash abstracted, as well as some checks and notes. This is the third visit they have had this season from like visitors.

## BALTIMORE TOPICS.

BALTIMORE, MD., Sept. 2.—Will the Maryland Bicycle Club throw down the glove to Chairman Raymond? That's the question which will keep local cycling agog as soon as the contemplated action becomes known. One of the most reliable and best-posted raen in local cycling told your correspondent that it is now the purpose of the Maryland club to appoint cycle dealers to official positions at the coming fall tournament. And this in the face of Chairman Raymond's letter of instruction to the race promoters.

It seems that Mr. Raymond determined early in the season that certain rulings were imperative for this season's racing. These he formulated into the shape of a letter which he sends to each race promoter. One of these rules is that cycle dealers shall not be officers at the track on race

days. Mr. Raymond explains that this is to prevent any grounds for suspicion or jealousy.

When Chief Consul James B. Reed carried out these instructions to the letter he keenly offended the local trade, an element of which is powerful in the racing councils of the Maryland club. There was a lot of complaint and those offended looked about for something through which to bring Mr. Reed to task. The result of this was a letter demanding a special meeting of the board of officers, and from the talk of those sending the letter it was apparent that trouble was ahead.

The objecting faction found itself in a sad minority and just before the meeting came off last week abandoned the field of battle, and sought a reconciliation with the administration. The terms of surrender seem to have been acceptable to the administration, which, at least outwardly, accepted them and again received the kickers to their friendship.

The Maryland club is by far the

#### Most Powerful Local Club.

and perhaps one of the strongest in the country. Its wealth and large, and loyal membership have always caused it to arrogate to itself many liberties. It has always been considered here that dictation to the Maryland Club would be followed by rebellion. So that when one of that club's most prominent members says that it will invite all the cycle dealers in town to act as officials and thus give them every track privilege, it is apparent that the League will have another fight on hand.

The loss of Mr. Mott to the Maryland division will be felt right along. He combined the extensive knowledge of the people and the clubs which made it possible for him to combine all elements. Then Mr. Mott's diplomacy has become a proverb. Whether significant or not of Mr. Mott's resignation, the powerful Baltimore club has withdrawn its membership by failing to renew, and the Maryland club is standing on a precipice. Mr. Mott is the only man in this state who can bring the Maryland club to terms. Then the Clifton Wheelmen failed to renew and had to address Secretary Bassett by wire to get its certificate in time for the special meeting. Had there been no special meeting it is doubtful if the club would have renewed at all.

## CLEVELAND NEWS.

CLEVELAND, OHIO, Sept. 2.—Charles Measure, the Union agent, left for Philadelphia, his old home, Saturday night to take part in the annual team race of the Century and Quaker City clubs of that city. Mr. Measure rides in the Century team.

Dissatisfaction with the League of American Wheelmen has again broken out among Cleveland's club men, and it has reached a point where a settlement one way or the other must be made. It is claimed that the benefits derived, as a club, from the head organization are too small, and that they can get along just as well without paying dues to the League. The Lakesides waited until the last moment before renewing, and probably would not have done so then had it not been a part of a certain contract mutually agreed upon by their representatives and district member Croninger at the time of his visit to this city. Certain C. W. C. members claim that the club is losing membership that it could get if the applicant was not obliged to pay \$2 extra for League dues and initiation at the time he joins the club, and they have taken the initial step in the matter of withdrawing as a club by posting a notice upon the bulletin board to the effect that at the next meeting of the stockholders a resolution will be introduced to strike out the clause in the constitution making it necessary for prospective members to pay \$2 initiation fee and dues into the League. The regular dues of the C. W. C. are \$12 per year, and the club now pays the League dues of each member. Some of the members are opposed to the amendment, and

#### Will be on Hand to Fight

it when it comes up. They maintain that the benefits to be derived from the League are worth all they cost. Another claim is set up that if the C. W. C. deserts the League its influence upon other clubs throughout the state will have a decided effect, and will be the starting of a disruption in the ranks of the organization that has brought cycling up to its present popularity. The result of the meeting will be watched with interest by clubs all over the state, and it is to be hoped that the members will think well before they act upon so serious a measure.

Secretary-treasurer Merrills, of the C. W. C., is confined to his home, the result of a bad fall in the Buffalo-Pittsburg road race. Merrills rode with Gimm, the third man in, as far as Beaver Falls, only thirty-five miles from the coveted goal, but was there obliged, by the advice of physicians, to give it up. This is just how near the C. W. C. team came to tying Pittsburg in the great race. A probability in the near future is a challenge to the Pittsburg team for another race over the same course.

#### Popular Tires.

The sales of single-tube tires, like those used on the famous Columbia bicycles, are said to be increasing at an enormous rate. A tire that in case of leak or puncture can be repaired inside of a minute or two, without removing any part of it from the rim, is bound to be popular.

Mr. C. F. Smith, president of the Indiana Bicycle Co., is spending a few days in Buffalo, N. Y.



## ROAD RACE AT LOUISVILLE.

An Exciting Contest, Witnessed by 15,000 People, in Which Ten Women Rode.

LOUISVILLE, KY., Sept. 3.—Fifteen thousand people saw R. C. Whayne's road races today and saw many things that they have never seen before. They saw races, and good races, too (as the summary shows), that were ridden only by Louisville boys; and they saw a race in which ten ladies rode. Of course the ladies' race was the attraction—the men coming to see the bloomers and the ladies coming to see other ladies race. The course over which the races were run was on the boulevard, which is almost equal to a track with the exception of one large hill on the course. This will account somewhat for the good time made, although the sure knowledge of a prize and the immense crowd of spectators also had something to do with it.

A great crowd was centered at the starting point and fifteen policemen, assisted by many volunteers, were unable to keep a clear space for the finishers, with the result that many accidents were caused by riders running into spectators. In the five-mile race Frank Batter was injured so badly by a collision with a spectator that he was carried off the road insensible and several physicians worked over him for a long time before he was in condition to be removed to his home.

### The First Race

(ten miles) was won by a boy of fifteen, who has gained considerable prestige in the racing line and will be heard from in the future. Twenty-six men started; twenty-one finished. The first ten finishing were:

PO.	NAME.	HANDICAP.	TIME.
1	Louis Ackley.....	3:30	28:27
2	H. W. Hallinger.....	4:00	29:03
3	Henry Schuhman.....	3:30	28:46
4	M. T. Callaway.....	2:30	27:52
5	C. A. Harvey.....	2:30	27:55
6	O. S. Kimble.....	3:00	28:55
7	Carl Thorne.....	2:00	27:56
8	E. J. Daubert.....	1:00	26:56
9	Chas. G. Pfeffer.....	2:00	28:07
10	August Rice.....	3:30	29:52

First time prize, Hugh Caperton, 26:53 record for Kentucky and the south. Second time prize, J. C. Mitchel, 26:54.

Third time prize, E. J. Daubert, 26:56.

Five-mile handicap.—Bennet J. Wilson, 1 minute, first, 14:15; Thos. R. Knighton, 30 seconds, second, 13:47; Will D. Weaver, 30 seconds, third, 13:49; H. C. Kinnison, 30 seconds, fourth, 13:51; W. W. Richardson, 30 seconds, fifth, 13:54. The time winners were R. H. Deering, 13:27, first and Thos. R. Knighton, 13:47, second.

Two-mile boys' race.—W. R. Piatt, 30 seconds, first; H. S. Gosnell, 30 seconds, second; Louis Ackley, scratch, third. Time, 6:05.

One-mile, boys, ten years and under.—Flent Goodwin, first; Parker Terry, second; Henry G. Lancaster, third. Time, 3:39.

Two-mile ladies' race.—Lizzie Strohmman, first, 8:00; Mrs. C. W. Shaw, second; Amelia Fischer, third. Time, 8:00.

Miss Lizzie Strohmman took the lead from the start and kept it all the way,

### Riding Like a Veteran,

finishing as fresh apparently as when she started. The crowd were with her on account of her coolness and it is safe to say that in his many noted victories Zimmerman was never applauded as was this lady. The second one finishing ran into one of the scorers and fell, the third ran into one of the spectators. While they were being helped off the course the crowd pressed in, and the other contestants were soon struggling to free themselves from a conglomeration of bicycles, riders, and spectators. Every one was so excited over the event that it took the entire number of officials over one hour to decide upon the position in which they finished. To break the deadlock, some outsiders had to be brought into the meeting to help straighten out the matter. The young lady given third place fainted from the effects of the heat, exertion, and excitement and it was rumored that her back was broken, but this was an error, as she rode home in a street car, some over zealous friend having ridden her wheel home.

Of the ten starters

### Nine Wore Bloomers,

two, including the winner, rode diamond-frame machines. Some of the officers have been unmercifully "guyed" about their actions during this race. It is told of Tom Jefferis, who acted as starter, that he was so excited that he held his watch upside down; Mike Fleck was standing in front line gazing in open-eyed wonder, and Eli Watts is not yet decided whether the second or third one finishing struck and knocked him down with her wheel. Scorer Ben Humphreys blushed so much that one of the spectators tried to lead him out of the crowd, thinking that he was ill. After the officials had finished their labors they were invited by Mr. Whayne to a supper at the finest restaurant in town.

The races were unique in many ways. Every rider finishing in a certain time limit received a prize guaranteed to be worth more than the entry fee. It was also the first ladies' road race in the United States, and was run by Mr. Whayne against the protests of his friends, his customers, and the entire local press. He decided that if he only got three entries he would hold it. Twelve entered, so it was run.

## ROAD RACE AT XENIA, OHIO.

W. S. Furman, Winner of Time Prize in the Poorman Again Scores.

XENIA, OHIO, August 29.—The Xenia (Ohio) road race was run today. No remarkably fast time was made. The distance was sixteen and a half miles. Earl H. Kiser, of Dayton, Ohio, and H. H. Wylie, of Chicago, punctured and could not finish. Niswonger's saddle broke and threw him out. There were forty-nine starters and thirty-one finishers. The roads were in good condition. First time prize was won by W. S. Furman, Oran, Ohio, time, 47:25. Earle E. Forrer, Dayton, Ohio, went back to scratch and got second time in 50:26. Geo. Williams, Pittsburg, Pa., third time in 50:50.

### Summaries:

NAME.	ACTUAL TIME.	NAME.	ACTUAL TIME.
Chas. Kern, Hamilton, Ohio.....	52:17	S. E. Norman, Osborn.....	51:59
Chas. Penrod, Oran.....	52:34	Wm. Shepherd, Osborn.....	54:00
C. C. Rooney, Xenia.....	52:42	R. Harry Croninger, Dayton.....	54:31
W. E. Larcom, Osborn.....	52:32	E. A. Swartzel, Dayton.....	53:32
F. O. Routson, Bloomers.....	51:41	Clifford Croinger, Covington, Ky.....	55:15
J. C. Hansen, Dayton.....	53:15	W. S. Furman, Oran, Ohio.....	47:25
G. F. Morris, Hamilton.....	50:51		

## ZIEGLER GETS AN ENTHUSIASTIC RECEPTION.

SAN JOSE, CAL., August 30.—Had the president of these United States arrived in this city last night he would not have received a more enthusiastic reception than did Otto Ziegler, Jr., the little record breaker, who arrived home last night from his trip to Denver, where he surprised the bicycling world by his great performances at the League meet, defeating some of the heretofore almost invincible riders of the world. There were thousands of people at the railroad depot last night to greet the "little demon" and the other members of the Rambler team who accompanied him on the last stage of the homeward journey—the trip from San Francisco to San Jose. When the party alighted from the car in which they had traveled they were escorted to a gayly decorated carriage drawn by four white horses. Thousands of voices gave cheers for the hero of the hour.

Ziegler! Ziegler!  
Cycling star!  
San Jose Road Club!  
Zip, boom, ah!

The procession to the reception hall was made up as follows: Four aids on bicycles, followed by a brass band; then came over one hundred and fifty men on their wheels, from all the San Jose clubs, riding in twos; they were followed by the handsomely decorated carriage of the Rambler team and another in which Ziegler's parents were seated, and then more bicycles.

The parade passed through the principal streets to the hall which had been decorated with floral pieces and flags by Ziegler's lady friends. After two or three speeches of welcome, the now almost overcome lad was called upon to say something, but could only utter a few words of gratitude for the welcome he had received. He was then presented with two handsome floral pieces, one in the form of a wheel and the other a star and crescent.

After the formal reception at the hall, the San Jose Road Club adjourned to one of the leading restaurants and sat down to an excellent dinner. The feast toasts were numerous and the affair did not break up until early in the morning.

## HARTFORD WHEEL CLUB MEET.

HARTFORD, CONN., Sept. 3.—In spite of the inducements offered by the Hartford Wheel Club the attendance of the cracks at their tournament was very slim. In fact W. W. Taxis and Fred C. Graves were the only ones to put in an appearance. Taxis won the two open Class B events but the one mile was declared no race with no run-over, the time limit of 2:35 being exceeded by 5 seconds. C. R. Newton, of Willimantic captured the two open Class A events handily. One of them being the one-mile state championship. The following are the summaries:

One-mile open, Class A.—C. R. Newton, first; W. F. Sims, second; C. J. Guy, third. Time, 3:20½.

One-mile open, Class B.—W. W. Taxis, first; F. C. Graves, second; A. A. Warren, third. Time, 2:40, 5 seconds outside time limit. Declared no race with no run-over.

One-mile, 2:40 class, Class A.—C. J. Guy, first; J. J. Adams, second; Charles Church, third. Time, 2:29½.

One-mile state championship.—C. R. Newton, first; E. W. Heyer, second; J. H. Jones, third. Time, 2:27½.

Half-mile handicap, Class B.—F. R. Fuller, 65 yards, first; G. H. Thatcher, 55 yards, second; W. W. Taxis, scratch, third. Time, 1:03½.

One-mile handicap, Class A.—F. J. Walker, 70 yards, first; J. J. Adams, 120 yards, second; Charles Church, 60 yards, third. Time, 2:13½.

One-mile handicap, Class B.—G. H. Thatcher, 90 yards, first; F. R. Fuller, 120 yards, second; F. C. Graves, 40 yards, third. Time, 2:14½.

One-mile, Hartford Wheel Club handicap, Class A.—C. J. Guy, 40 yards, first; J. H. Jones, 60 yards, second; R. M. Alexander, 20 yards, third. Time, 2:14½.

### Paris Greets Zim.

PARIS, August 20.—Zimmerman, Wheeler, and party arrived here from England this evening. Zimmerman will probably appear in two or three race meetings here before departing for Switzerland. Bordeaux will also be returned to at a not very distant date.

## They Are Good Tires.

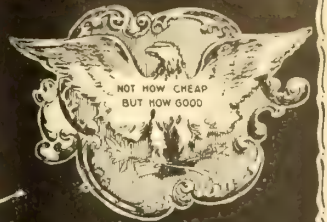
The Pope Mfg. Co. are more enthusiastic than ever over the service of their single-tube tire. It has proved fully as speedy as the speediest, while the way it stands wear is a revelation to the bicycle world.



THE  
BEARINGS  
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# THE 1895 SUN

WEIGHTS, 17 TO 25 POUNDS



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WHEELS

*Victory, Victory Everywhere!*

*for the....*

**"TRIANGLE" WHEELS**

**LOUIS GIMM, and L. R. DILLON,**  
Of Cleveland, O., Of Wheeling, W. Va.,

Were the **ONLY TWO** starters in the

**Buffalo - Pittsburg 246 Mile Road Race**

who rode the "TRIANGLE," and the former finished **THIRD**, while Mr. Dillon took **SIXTH PLACE**, and also won a \$200 **MEDAL** offered for the **FASTEST TIME** from **BUFFALO TO ERIE**, riding the same wheel through from start to finish.

*There are GOOD MEN and there are GOOD WHEELS, and this performance shows a COMBINATION OF BOTH.*

**THE PEERLESS MFG. CO., Cleveland, Ohio.**

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Mention The Bearings



## OUR LONDON LETTER.

**The Putney Race Held Under Discouraging Conditions—Cyclists As Message Carriers—Jimmy Stars at the Gosforth Park Meet—International Cycling Association's Definition of an Amateur.**

LONDON, August 25.—The Putney open 12-hour race was held on Thursday, on the Putney four and a half lap cement track, under conditions of weather which could scarcely have been worse. In addition to a high wind, rain fell continuously until an hour before the finish—a heavy, blinding rain which beat pitilessly in the faces of the riders and compelled them to change their drenched jerseys as the race proceeded. Despite these discouraging conditions, a score of men started at 7:14 a. m. out of an entry of twenty-one. Great interest was lent to the contest by the starting of C. G. Wridgway, the hero of last year's anchor shield race. A. W. Horton and J. Bowie, the latter on a Bantam, also started. Among the others W. M. Knight and H. Grayston rode Bantams, and W. Ellis was the solitary tricyclist. The contest was held in aid of the funds of the Putney Hospital for Incurables, but as may be imagined, the gate was of the poorest and the proceeds will not be worth considering. No slipping occurred on the cement, except on one block, where a little sand at once remedied the evil.

### Wridgway Rapidly Assumed the Lead

and covered 22 miles 1,544 yards in the hour, being accompanied by Rudham, Bowie, Horton, Davies, and Sultzberger. Bowie stopped at eighty-four miles, having been left by Wridgway at sixty-three miles. The latter continued to increase his lead and was never headed. There were plenty of pacers. Harry J. Swindley—whose services are in great request just now—took the times, and had he only been assisted by some competent timer, W. Ellis, the tricyclist, would have been credited with new records between fifty and seventy miles, during which interval Ellis got as much as 2 minutes inside Bidlake's figures. But Swindley was busy with the leader, Wridgway. At the finish ten men were on the track. Pacers were ordered off some laps before the report of the pistol announced the expiration of the time, when the scores stood as follows:

PO.	NAME.	MILES.	YARDS.	PO.	NAME.	MILES.	YARDS.
1	C. G. Wridgway	22½	1450	6	W. M. Knight (Bantam)	194	270
2	C. Sultzberger	21½	1005	7	H. Grayston (Bantam)	191	
3	S. B. Griffiths	21½	110	8	A. H. Gerhold	190	639
4	W. Ellis (tricycle)	204	1430	9	R. J. Gerrard	189	390
5	A. Chapple	198	1060	10	R. Morpew	188	45

There were no prizes or medals. All who finished showed extraordinary pluck and endurance, although beside Shorland's record in the July Cuca race (248 miles 1,006 yards), nineteen miles an hour all through, Wridgway's show looks poor. The officials included G. H. Smith, starter; Brookes and Carlisle Wilson, judges; B. Fisher, lap scorers' supervisor, and Percy Litchfield, H. R. Carter, and S. F. Edge, pacemakers' marshals.

### Cyclists as Message Carriers.

The relay ride of the Catford C. C., described in my last letter, is claimed by the *Pall Mall Gazette* to have proved what service might be rendered by cyclists during a war as message carriers, supposing telegraphic communication were suspended. It would be necessary, however, that journal admits, to establish cyclists' depots at intervals along the road between two distinct points of importance. The *Pall Mall* intends to present medals to those riders who shared the work of carrying the message. The text of the latter, by the way, ran as follows:

To the Edinburgh correspondent of the *Pall Mall Gazette*: "Please embrace, and feed, and refresh, and welcome in every way the bearers of this dispatch, and tell them how well they and their fellow-relay riders of the Catford C. C. have ridden; and add that the war office will be a sadder fool than even it has been supposed, if it do not take advantage of so good an example for national purposes."

To which the correspondent naturally returned a dutiful and sympathetic reply.

Today (Saturday) the

### Volunteer Cyclists' Long-Distance Challenge Cup

is being competed for on the Hampshire roads near Blackwater. Colonel Savile and two other officers have charge of the arrangements. The distance is 100 miles, embraced in four out and home journeys on four different roads, starting from Blackwater. Fifteen teams are entered, each consisting of an officer and four volunteer cyclists. The teams started at intervals of half an hour, four at a time on four different roads. This prevents all risk of inter-team racing. Full marching dress is worn and a rifle and cape carried. The time of each team will be that of the last man.

### Good Entries for the 50-Mile Safety Championship.

The 50-mile safety championship of the National Cyclists' Union is to be run at Herne Hill on Saturday, September 15, under the management of the London County Club. It is expected that Green, Michael, Adams, Henie, Petersen, and other good riders will compete, as the race falls a week before the Anchor Shield (12 hours) contest, and will form a good preparation for that event. Hillier is booming both events vigorously. Efforts are being made to discourage an unwieldy field from starting, so that the path may be occupied by those having a chance of winning, instead of by mediocrities. With this end in view a very stiff time standard will be fixed. Plenty of tandem pacing is being procured in the hope that record will go. The shield race, too, promises to prove a very hot contest.

Wridgway will start and, it is said, if Fontaine enters, F. W. Shorland will get up and ride against him.

Zimmerman was the bright particular star at the Gosforth Park race meeting, near Newcastle, last Saturday, and drew

### A Crowd of 8,000

to witness his win of the five-mile scratch race by a foot. Next to Jimmy, Wheeler was fancied as the best rider. Harris and Banker won the five-mile international tandem race by three yards, Edwards and Max being second. Time, 12:31½. With the aid of two pacers and a *flying start*, Jimmy rode a mile in 2:03½, and it was thought might have improved on this had he cared. He was immensely cheered.

Percy Litchfield, the Putney veteran, whose proud boast it is that he used to race against Cortis, won the Anerley B. C. road fifty last Saturday, with 50 minutes start, in 2:19:25, handicap time, beating Wridgway, Horton, and G. H. Smith.

The 100-mile tandem safety road record was beaten last week by F. R. Cook and A. E. Marsh of the North Road Club. The previous best was 5:16:00, and the new figures 4:54:13, or 5 minutes worse than the professional record. A Mohawk with Palmers was their mount.

A hundred-mile open scratch race at Scarborough last Saturday, was won by A. Spreckley in 4:56:12½, beating J. H. Petersen by sixteen laps, and beating the county record.

*The Cyclers' Holiday Number*, a little booklet published by T. A. Edge of *British Sport*, price 12 cents, is an entertaining work full of light reading and profusely illustrated with northern riders' portraits. "Cracks of the Year," "The New Wheeling Woman," and "The Sport of Road Riding" by F. T. Bidlake, are among its contents.

The Essex Cyclists' Union have circularized all our well-known path racers to ascertain their opinions as to the best and fastest track surface. The E. C. U. will have to decide upon the surface of the new Gamage track this autumn.

As so much ink has been shed already on the congress at Antwerp, where, by the way, the English contingent had a thoroughly pleasant time, I will content myself by quoting the

### Definition of an Amateur

adopted by the International Cycling Association: "An amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description, or in public (except at a meeting specially sanctioned in writing by the union of the country in which he resides); or who is recognized as an amateur by the ruling body of his country." Another decision arrived at was that, "All amateurs racing abroad come within the jurisdiction of the union in whose territory they race, for all offenses committed after their entry into each territory, such union, however, accepting the license of the union to which the rider belongs." Another important resolution ran, "That any rider, either amateur or professional, can not enter for races held by any of the consenting unions, unless he is a member of, or licensed by one of these unions, or by a recognized club in the countries where as yet no union exists." The I. C. A. was asked to draft rules for, and to establish, cycling world's championships for professionals.

For purposes of comparison it may be interesting to quote the definition of an amateur recently agreed to by the International Athletic Congress at Paris, the adoption of which definition by the N. C. U. is now urged by the Racing Cyclists' League in this country:

### "An Amateur

is one who has never raced for a money prize, or who has never ridden for money from any source whatever, especially by way of gate money; or who has never taught or assisted to teach the art of cycle riding for remuneration."

The cycling track and athletic grounds at Catford, with which the Catford club are identified, are situated on a capital site within 2 minutes' walk of two railway stations, and adjoining a tramway terminus. The work of construction is at present in progress. The track will be on the very latest approved principles, of great width, long straights, safe and high banking, and three laps to the mile. Although the exact nature of the surface has not yet been announced, it appears certain that it will not be wood. There will be an interior cinder circuit for running—three and a half laps to the mile. The accommodation for spectators will form a special feature in the new ground, the seats being arranged so that everyone will enjoy a view of the racing.

R. C. Knights, of the West Essex Cycling Club, in winning that club's five-mile bicycle championship on grass at Chelmsford this week, created a new grass record of 13:25½ for the distance, the previous best being D. Fisher's 13:33½ at Kennington Oval last year. Knights also won a mile handicap and a half-mile handicap from scratch, in 2:30 (¼ second outside record) and 1:13 (2½ seconds outside record) respectively.

Arthur J. Balfour, the leader of the opposition in our House of Commons, besides being an enthusiastic golfer, is very fond of cycling. Hitherto a rider of a rear-driver safety, he has just purchased a Bantam front-driver.

It is stated that in spite of the threatened police opposition, the North Road 24-hour and the Bath Road 100 will be held after all. It is likely some restrictions will be placed on the number of pacers allowed.

Zimmerman has been interviewed by *British Sport* on the subject of



tracks. He says he has ridden on every track of note in America and Europe, and does not like the wood surface on account of the vibration. He speaks highly of the Bordeaux and Florence tracks, both of which are of cement. He concludes, "If Herne Hill, with its scientific banking, were of equally good surface, there would be still more records at Herne Hill."

C. W. HARTUNG.

### RACES AT LEXINGTON.

LEXINGTON, KY., August 31.—The races given at the fair grounds today, in connection with the fair, attracted the largest attendance of the week. Not less than twenty-five riders from Louisville were in attendance and were very much in evidence. Prince Wells, of Louisville, was starter and manager, and John Warren, of this city, was referee. The track was in as fine condition as a dirt track could be made. A great deal of dissatisfaction was felt by the Louisville riders at their treatment; they had no one to show them the way to the track; no one to show them quarters or space in the dressing-room and they complain of general neglect by the local wheelmen. A great deal of "chaffing" was indulged in on the way home by the Louisville boys. They started in a Pullman but had to change to a caboose of a freight train. Charley Nolting left the train at one station to "rush the growler" and came very near getting left. When he saw the train leaving him he did not lose sight of his precious burden but held on to it and reached the train with half of the contents spilled.

#### Summaries:

One-mile open.—S. W. Templeman, Winchester, Ky., first; C. A. Harvey, Louisville, second; O. S. Kimble, Louisville, third. Time, 2:27½.

In this race Harvey fouled Kimble by striking his rear wheel and knocking off the tire. Kimble finished the race on the rim.

Half-mile dash, boys under sixteen years of age.—Louis Ackley, Louisville, first; Claude Scofer, Winchester, second; J. E. Berkley, Lexington, third. Time, 1:41½.

One-mile dash, open to Lexington riders only.—T. B. Dewhurst, first; C. O. Updike, second; E. Loevenhart, third. Time, 2:35.

Half-mile open.—F. S. Davis, Cincinnati, first; T. B. Dewhurst, Lexington, second; C. O. Updike, Lexington, third. Time, 1:01¼.

Two-mile handicap.—E. L. Pearce, Lexington, 175 yards, first; O. S. Kimble, Louisville, 90 yards, second; C. G. Pfeffer, Louisville, 100 yards, third; J. H. Carter, Jr., Louisville, 100 fourth; E. Loevenhart, Lexington, 150 yards, fifth; T. B. Dewhurst, Lexington, scratch, sixth. Time, 4:57.

The fair association offered a bicycle coupler, valued at \$35, for the best time for one mile. It was won by Hugh Caperton, of Louisville, who rode the distance in 2:24¼. Between the races Clarence McLean, of Covington, the youngest trick rider known, gave an exhibition that was appreciated by the audience. His exhibition was the first that was ever given here. As he is a good rider, the delight of the audience can be imagined.

The fair association were well pleased at the success of the meet and will pay more attention to the cyclers next year.

### RACES AT BAY CITY, MICH.

BAY CITY, MICH., Sept. 3.—The Labor Day races at this city attracted but a small crowd of spectators. The Cleveland team selected the place for a quiet little pothunt and were not disappointed in their expectations of carrying away the majority of the prizes. Cabanne established a new state record of 2:16. In the half-mile open Dr. Brown was disqualified on a claim of foul made by a local man, and was deprived of the first prize. The following are the summaries of the events:

Half-mile open, Class B.—L. C. Johnson, first; L. D. Cabanne, second; Gus Steele, third. Time, 1:06.

One-mile open, Class A.—H. R. Morris, first; S. L. Morris, second; E. E. Bush, third. Time, 2:29½.

Two-mile handicap, Class B.—L. D. Cabanne, scratch, first; James Levy, 100 yards, second; Gus Steele, 100 yards, third. Time, 5:17.

One-mile, Bay County, Class A.—George R. Fox, first; Charles Russell, second; Charles Wilson, third. Time, 2:37½.

Half-mile open, Class A.—H. R. Morris, first; S. L. Morris, second; E. E. Bush, third. Time, 1:08½.

One-mile open, Class B.—L. D. Cabanne, first; A. I. Brown, second; L. C. Johnson, third. Time, 2:16; state record.

Two-mile handicap, Class A.—Percy Patterson, 50 yards, first; H. R. Morris, 60 yards, second; Charles Wilson, 200 yards, third. Time, 5:29½.

One-mile handicap, Class B.—Will Evans, 90 yards, first; Gus Steele, 50 yards, second; A. I. Brown, scratch, third. Time, 2:20.

Five-mile handicap, Class A.—T. A. Taylor, 200 yards, first; A. L. Leonhardt, scratch, second; Charles Wilson, 400 yards, third. Time, 13:53½.

#### A Utah Road Race.

SALT LAKE, UTAH, August 31.—In the Garfield Beach road race, held today, poor time was made. The riders were handicapped by all sorts of climatic conditions, head winds, a rain storm, and a miserable course prevailing. The roads runs parallel with the Garfield Beach Railroad and an observation train followed the racers from start to finish.

The race was for ten miles. There were twenty-seven starters. Ernest Langton, with a 6-minute handicap, was the winner. T. S. Jensen, who rode from scratch with Boles and Collier, of Denver, won time prize in 31:40. He also got eighth place. Collier finished twelfth in 32:36, and Boles twentieth in 37:39.

### TOM ECK TACKLES AN INDIAN.

NEW YORK, N. Y., Sept. 3.—John S. Johnson and his guardian, Tomec, arrived in Gotham last Tuesday morning en route to Asbury Park and the Good Roads tournament. Owing to the non-arrival of the wheels and bag-

gage, however, it was necessary to kill several hours while awaiting the paraphernalia, so a trip to the Wild West show was proposed by THE BEARINGS' representative. On the boat going to the grounds Tom was given his first lesson (supposedly) in the Indian language, preparatory to a chat with some of the braves at the show. After THE BEARINGS' man had explained to him that "How coolar, noapa oozha Cheencela lika Wastay. Moscow chep paw, near" meant, "How do you do my friend; shake hands with me. These are my friends, Tom Eck and Johnny Johnson," the former surprised the would-be teacher by replying, "Tim buc too, Wauheecha." Eck volunteered the information that he was a graduate of an Indian seminary up in Canada and that he could converse fluently in the Sioux language. Well, during the show old Flat Iron, the medicine man of the tribe impressed Tom as a possible future champion of the wheel, and as the "grand old man" is always on the alert for crack-a-jacks he sought an introduction to Flat after the performance.

Upon being presented, he was greeted by the Indian with "How, Coolar," meaning "How do you do, friend." In an instant Tom forgot his Indian grammar and shaking hands with Flat Iron, he grunted "Wee wee." The "wee wee" was uttered in all sincerity and the old Indian, having spent year before last in Paris with the show, had mastered the French language perfectly. So supposing that Eck was a native of France, and not wishing to talk Indian to him so long as to all appearances, Eck did not understand him, he branched out in clear tones, "Polly-voo Franchise?"

Now it so happens that Eck caught on in a minute and coming right back at him, he replied, "Wee wee." Then old Flat Iron continued and related to Tom the history of his life in French, Tom all the time nodding his head and uttering, "Wee wee"; "yah yah," "Si, Senior," and "sure thing." When the interview was over and Eck's excitement had abated, he ventured to remark that he knew no more about the French lingo than he did about the Indian dialect and that he wasn't sure whether the old medicine man had called him a liar in choice terms or asked him whether or not Johnny was going to break the records this fall.

### UNION COUNTY ROADSTERS' MEET.

RAHWAY, N. J., Sept. 3.—Immediately after the big twenty-five-mile road race, which finished here, was over, the enormous crowd surged en masse to the track of the Union County Roadsters, where the regular Labor Day contests of that club were run. It was the ninth race meet of the U. C. R.'s and fully thirty-five hundred were in attendance. The racing was spirited throughout and thoroughly enjoyable from every point of view. In the novice race, the winner, J. Eaton, of Elizabeth, N. J., was protested on the grounds that he had raced for money in the past. The magnificent Times medal was consequently withheld until the charges are either confirmed or otherwise. The three-quarter-mile handicap event was the best race of the day from a "hair-raising" finish view. E. C. Johnson, the local crack-a-jack, landed the race from Tilford of the Riversides, who was but inches in front of Hawthorne, of Orange. This race served to warm the crowd up to the proper pitch. The time made in the different events was not extra good, nor was the quality of the competitors of the really high standard. The entry list was large, and caused several trial heats in each event.

#### Summaries:

One-mile novice.—J. Eaton, first; J. W. Hefferman, second; C. V. A. Walsh, third. Time, 2:42½.

Three-quarter mile handicap, final heat.—E. C. Johnson, 50 yards, first; J. Tilford, 40 yards, second; H. Hawthorne, 45 yards, third. Time, 1:45½.

Half-mile handicap, final heat.—T. Bell, 60 yards, first; J. W. Hefferman, 60 yards, second; J. Thompson, 60 yards, third. Time, 1:11½.

One-mile, Union County Roadsters' championship.—E. C. Johnson, first; W. J. Mooney, second; G. Voorhees, third. Time, 3:11½.

One-mile handicap.—H. Hawthorne, 50 yards, first; S. Cramer, 90 yards, second; J. W. Tilford, 70 yards, third. Time, 2:40.



Cafe de L'Esperance, where the Paris wheelmen eat.



# THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. 2.

CHICAGO, SEPTEMBER 7, 1894.

No. 1.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

**SUBSCRIPTIONS:**

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

**AT IT AGAIN.**

The trade-note fiends and blood-suckers are at it again. Some time ago the FOWLER TRUTH devoted considerable space to pointing out this means of imposition and gave a few suggestions, and for a fact these things were noticeably squelched—but again the makers are telling, at the expense of good space in cycling journals, how Mr. So and So did this and did that on his — wheel.

This rot (supposed legitimate news?) should be confined to regular advertising space; that's the only place for it.

We wish it were in our power to present to the readers of the FOWLER TRUTH copies of such rot as is in one week received by any one of the leading cycling journals, it would honestly fill from five to eight pages of the TRUTH. Not one out of fifty of these news(?) items are what legitimate journals would call news, yet the cycling public pay their money for papers who devote space to such rot. It's time for these trade-note fiends and blood-suckers to take another vacation, don't you say so?

**SOMETHING TO YELL ABOUT.**

Were we to yell of our victory in the great Chicago road race, in which there were 323 starters, 77 makes of wheels, and in which riders of the Fowler got first and second, as much as some people do over some little tiny, unimportant event, we would be devoting half our space in the TRUTH to telling the cycling world how it all happened—and incidentally how some of our rival manufacturers bought the "sure winners" to ride their make of wheels to do up the Fowler—well, they paid out their coin and stood by looking for their "sure things" to come in first, but instead saw Rau—Bezenek, on the

Fowler Bantam, run one—two. The winning of the Chicago road race in such a field and against such "sure things" is the greatest honor for a wheel builder in the United States—and it's something to crow over. We got time prize the year before—and again we crow.

**POINTS—NOT POINT.**

In these days of keen competition, when the average high-grade bicycle has settled down to a standard pattern, the bright maker who is desirous of having his product take a front rank evolves some point of undoubted value which can be demonstrated to the inquiring purchaser as being "the" thing.—*The Bicycling World.*

Right you are, "Bi. World," but if you had only had in mind the Fowler in writing the above, you would have said points, not point.

The "points"—good points—talking points, that are selling points, that are practical points, are the things that in "these days of keen competition" sell wheels. From the birth of the Fowler wheel, November 11, 1892, we have kept hammering away on those self-same "points"—points that up to the present have not been equaled. Who first claimed rigidity at crank shaft an advantage, who first advertised and offered to the public frames to suit the rider? Who first offered to the public a bearing that, besides being simplicity itself, was a dust-proof, anti-friction bearing? Who first offered and claimed as a positive advantage simplicity of adjustment throughout? We, the makers of the Fowler, did. Coming onto the market at the time when cycle construction had made the greatest advance in the history of cycle building, we recognized that we must present something ahead of competitors to claim attention of informed buyers.

From the first day the Fowler was a success—its success has never yet had an equal by long odds. Thousands have been expended by some makers in the hiring of riders to push their wheels, but even then we are head and shoulders ahead in the necessary "points" that makes the agent happy, prosperous; the rider pleased, satisfied; the maker proud, and able to pay his bills. Those are the points, a combination you can't break, and which causes our esteemed competitors to yell "As good as the Fowler."

Frames are being schemed to equal ours; bearings are made to duplicate

ours in outside appearance, but they are like ours only in appearance, they don't stand the test. You makers of the duplicate (in appearance) can jabber away on your "talking points" but they are not selling points nor are they practical points.

When you are looking for "up-to-date" features—ones that are talking points, selling points, and practical points, don't overlook the Fowler. We have succeeded thus far in making 'em yell "As good as the Fowler" and we won't loose our grip.

**THE FOWLER GALLERY.**



R. J. SUITS, Brooklyn, New York.



H. C. SMITH, Oswego, New York.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## THE BIG CYCLE SHOW.

**Reduced Railroad Rates Have Been Secured—The Preliminary Work of the Show About Over—What the Dealers Have to Say.**

The promoters of the Chicago cycle show have about completed the work necessary to the success of the show. Already have all the spaces in the cycle department of the show been sold; a few added spaces have been disposed of, and several makers who had contracted for large spaces have been induced to give up part of it that others might get in. Even at that there are large firms who desire representation that can not be accommodated. Letters continue to pour in from dealers all over the country pledging themselves to attend. It is clear that the attendance of those who come prepared to place orders will be many times as great as has been seen at any previous show. The missionary work among dealers is the one part of the work that will be kept up till the day that the show opens.

The managers of the show pledged themselves to secure reduced railroad rates, and they have already received formal notice from the Central Traffic Association and the Western Passenger Association that a rate of a fare and a third will be made for the round trip. The Wisconsin Central, and the Burlington, Cedar Rapids & Northern Railroads, which are not members of either association have also made the same rate. In addition to this arrangements have been made with leading hotels in the vicinity of the show buildings for bed room rates. There will be accommodations to suit all purses, and every agent may be sure that he will get the best for his money.

### List of Exhibitors to Date:

#### Bicycles.

Pope Mfg. Co.	Ames & Frost Co.
Gormully & Jeffery Mfg. Co.	Hill Cycle Co.
Buffalo Tricycle Co.	Ariel Cycle Co.
Black Mfg. Co.	Columbus Bicycle Co.
F. F. Ide Mfg. Co.	E. C. Stearns & Co.
Derby Cycle Co.	Marion Cycle Co.
Kenwood Mfg. Co.	Stover Bicycle Co.
Union Cycle Mfg. Co.	Monarch Cycle Co.
Lamb Mfg. Co.	Indiana Bicycle Co.
Munger Cycle Co.	Syracuse Cycle Co.
Sterling Cycle Works.	Julius Andrae.
Eclipse Bicycle Co.	Meteor Cycle Co.
Warman-Schub Cycle House.	Grand Rapids Cycle Co.
National Cycle Mfg. Co.	James Cycle Co.
Fulton Machine Works.	Rouse, Hazard & Co.
Shapleigh Hardware Co.	Crawford Mfg. Co.
W. H. Wilhelm & Co.	E. B. Preston & Co.
Two-Speed Bicycle Co.	Relay Mfg. Co.
Eagle Bicycle Mfg. Co.	Yost Mfg. Co.
St. L. R. & W. G. Co.	H. A. Lozier & Co.
Western Wheel Works.	Peerless Mfg. Co.
Waltham Mfg. Co.	Central Cycle Mfg. Co.
Remington Arms Co.	Wilson-Myers Co.
Marble Cycle Co.	A. Featherstone & Co.
Charles Truman & Co.	Hibbard, Spencer, Bartlett & Co.
A. G. Spalding & Bros.	

#### Tires, Sundries, Parts, Etc.

Rockford Tool & Sundry Co.	New York Tire Co.
Diamond Rubber Co.	C. J. Whipple.
Cushman & Dennison.	Morgan & Wright.
R. B. McMullen & Co.	Parkhurst & Wilkinson.
American Dunlop Tire Co.	Wilcox & Howe.
I. A. Weston & Co.	Elwood Shafting & Tube Co.
C. J. Smith & Sons.	Rich & Sager.
Garford Mfg. Co.	Cleveland Mach. Screw Co.
Hunt Mfg. Co.	Ellwood Tube Co.
Union Drop Forge Co.	Webb Tire Co.
Shelby Tube Works.	Ind'n's Chain & Stamp. Co.
Hartford Tire Co.	Eastern Rubber Works.
Chicago Tip & Tire Co.	New Departure Bell Co.
Elastic Tip Co.	Braddock Hose Co.
Boston Woven Hose Co.	A. U. Betts & Co.
M. E. Griswold.	Reed & Curtis.
Spaulding Mach. Screw Co.	Hill Machine Co.
Simonds Rolling Mach. Co.	Indiana Novelty Co.
Kalamazoo Cycle Co.	Excelsior Supply Co.
J. J. Warren & Co.	Tillinghast Pneumatic Tire Co.
Norderer Bros.	Snell Cycle Fittings Co.
Cullman Wheel Co.	Washburn Motor Mfg. Co.
Barnes Tool Co.	Palmer Tire Co.
E. J. Lobdell & Bros.	Columbia Rubber Co.
Niagara Cycle Fittings Co.	

### Opinions of the Dealers:

It is time the agents were given an opportunity to see all the wheels on the market without traveling to eastern cities for that privilege. St. Louis will be well represented at the Chicago show, and we bespeak for the exhibition the success which western energy is bound to secure.—Knight Cycle Co., St. Louis, Mo.

Shall do all in my power to aid the success of the Chicago show.—Robert Patterson, Russellville, Tenn.

I expect to see the greatest cycle show this country has ever seen held in Chicago.—Edward J. Nock, Alma, Neb.

We are glad to see that a show is to be held in Chicago. It will afford the agents an opportunity to educate themselves in the business of the ensuing year.—Jordan & Sanders, St. Louis, Mo.

It is about time the manufacturers gave the western dealers a chance to see their goods before buying. Last January we made a trip to Chicago to see half a dozen kinds of wheels rather than wait for the representatives of the different factories to come and show their samples. We will attend the Chicago show.—Terrell & McClure, Oskaloosa, Ia.

Count on us as one of the one horse dealers who will attend the Chicago cycle show.—Perry D. Gath & Co., Zanesville, O.

Many western agents will attend the Chicago cycle show. It will greatly benefit both makers and agents.—William Hunter, Waco, Tex.

I guarantee to attend the Chicago show. It will undoubtedly be a big success.—G. E. Hannan, Denver, Colo.

The Chicago show will be better attended by the agents than the show held in the east.—J. S. Roler, Nashville, Tenn.

The necessity of a Chicago show is great. There are thousands of agents located in the central west who will attend the exhibition held there.—David Speiser, Jr., Humboldt, Neb.

I will be among the agents at the Chicago show.—F. G. Rice, Chattanooga, Tenn.

We will endeavor to be at the Chicago show. It is the first chance the agents have had to see all the different makes of wheels and we will surely take advantage of it.—Harbin & Caswell, Grand Forks, N. D.

I will certainly attend the Chicago cycle show.—J. R. Cheasbro, Waterloo, Ia.

Depend upon our attendance at the Chicago cycle show.—Morris & McConnaughey, New Carlisle, O.

A cycle show in Chicago will be of singular benefit to the trade.—August Franke, Wapakoneta, O.

In unison with all western agents, I am heartily in favor of a Chicago show and will be sure to attend the same.—J. W. Thomas, Denver, Colo.

I will certainly be at the Chicago show.—W. H. Barhan, Winston, N. C.

We are heartily in favor of a Chicago cycle show and will certainly attend.—Roberts & Pomeroy, Guadalajara, Mex.

## THE LEAGUE CHAINLESS IN NEW YORK.

The League Cycle company have recently opened a branch office at 64 Cortland street, New York, with Elliott Burris of Simplicity 47 Tire fame as manager. Sub-agencies have also been established with the following firms: Bidwell-Tinkham Co., 310 West Fifty-ninth street; Von Lengerke & Detmold, 8 Murray street; Albert & Cannon, 304 West Thirtieth street; Marks Adjusting Folding Chair Co., 71 Broadway; C. F. Rowland, 145 East One Hundred and Thirty-Eighth street; C. W. Ladd, 1313 Bedford avenue, Brooklyn; and Shepard & Shepard, 465 East New York avenue, Brooklyn.

Each of these agents have wheels on hand and are reporting a very satisfactory business.

The League Chainless has already had a very favorable representation in New York city and the company seem determined to boom their wheels in New York city and Brooklyn. Under the able management of Mr. Burris and his sub-agents there is no doubt but that a large number of wheels will be sold before the close of the season.

### No Assignment by the Hickory Wheel Co.

NEW YORK, N. Y., Sept. 3.—Sterling Elliott was seen at Asbury Park, last week, where he was officiating as referee at the Good Roads tournament. When spoken to in regard to the rumored intention of the Hickory Wheel Co. to assign, Mr. Elliott replied as follows: "That is a subject on which I have not cared to talk to newspaper men so far, but rather than have the public labor under any false impressions I will say that there positively will be no assignment. The Pope Mfg. Co. hold the controlling interest in the concern and also the highest offices, but now that they have chosen Hartford, Conn., as the site for their new factory, they are undecided as to doing likewise with the Hickory Wheel Co. If they do, then the future home of the latter factory will be Hartford; otherwise the Popes will resign the positions held by them at present; some one else will take hold and things will run as heretofore. The property and buildings are owned by the company and there is fully a million or more dollars behind the business, so that there is no chance on earth for an assignment or financial difficulties of any kind. Please say in THE BEARINGS that there is nothing in it at all, merely a removal to Hartford from South Framingham (the present site) or a change of management. The Pope people will retain their interest in the company, but business elsewhere calls for more attention, so that unless both factories are located in Hartford, the management will be compelled to make a change. Don't forget to say that the 'assignment' part of it is totally without foundation."



## A TRADE CHANGE.

It was some eleven years ago that a boy wandered into the store of A. G. Spalding & Bros., in search of a situation. He was given work and proved attentive to business, bright, trustworthy, and capable. He was advanced, year by year, from one position to another till he at last was given charge of the retail business of the immense Chicago store. Under his management the business increased marvelously. The boy was no less



FRANK J. FANNING

a person than Frank J. Fanning. In addition to his arduous duties in the store Mr. Fanning found time to take an active part in cycling. He is one of the leading lights in the Illinois Cycling Club and has at various times held offices in that club. At the present time he is the president of the Associated Cycling Clubs of Chicago. Some years ago he appeared on the racing path as a member of the Illinois C. C. team and made a creditable showing.

After eleven years in the service of the big sporting goods house he has left to better himself. He will take a responsible position with George E.



D. J. CANARY.

Lloyd & Co., a house that has the reputation of making the finest machinery for bookbinders, printers, lithographers, and those in kindred lines, that is produced in the country. In addition to their manufacturing business the firm is interested in the cycle trade, being the Chicago agents for the Cleveland and other makes of wheels, to accommodate which they have a down-town store. Mr. Fanning married the daughter of the late George E. Lloyd, and it is in the interest of his family, as well as himself that he makes the change. We join with his many friends in wishing him every success in his new departure.

His absence will make a change in the store which he has left. D. J. Canary who has had charge of the Spalding bicycle in the entire west, so far as the wholesale business went, will add the management of the retail business to his other duties. He will have his

hands full, but he relished the added work and will doubtless make as much of a success of it as he has made of the wholesale business.

W. C. Marion, Jr., the well-known announcer, will very soon take to the road again in the interest of the Indiana Bicycle Co. Mr. Marion will make a trip as a general salesman, covering the large cities only.

## CONN BAKER BREAKS A RECORD.

COLUMBUS, OHIO, Sept. 3.—A fine day and a good programme brought about five thousand people to see the fourth annual meet of the Columbus Cycling Club. It was a model record-breaking day, and several records went by the board. The most wonderful and meritorious performance was that of Conn Baker when he reeled off a mile, flying start, in 1:59 flat, breaking the state record 6 seconds. The performance was a great surprise to everybody, including the rider himself. When the record was announced the audience were very enthusiastic, and Conn was carried off the track by his admiring friends. He was paced a half by Okey and Dent on a tandem; Talley and Goetz each taking quarters. The tandem paced him to the first half in :58½. Okey and Dent are a new tandem team, and during the afternoon rode a flying unpaced quarter in :26, which is record. They rode a mile unpaced early in the afternoon in 2:07½. Eddy did some good riding and in the mile open won by several lengths from Baker and Goetz.

In the quarter-mile open Baker and Goetz had it out to the tape, the latter winning by inches. Charley Tudor starred in the Class A events, winning three firsts. The first half of Baker's mile is another state record, breaking that of Tyler, at Cincinnati, on the 4th by 1 minute. The mile would undoubtedly have been several seconds faster had he been picked up better by the singles. No one is to blame, it was through inexperience. There were a number of mixups and in one of them Gottrell had his collar-bone broken. Harry G. Ellard, of Cincinnati, and Clarence McLean, amateur fancy riders, delighted the audience, during the intermissions.

### Summaries:

One-mile novice.—J. K. Bowman, first; Joseph Patterson, second; A. E. Gordon, third; F. H. Auld, fourth; Oscar Egan, fifth. Time, 2:40½.

Quarter-mile open, Class B.—R. F. Goetz, first; Conn Baker, second; F. L. Talley, third; T. R. Eddy, fourth; Oscar Trimmer, fifth. Time, :36.

One and an eighth-mile handicap, Class A.—James Orlando, 90 yards, first; Joseph Patterson, 150 yards, second; J. J. Brown, 120 yards, third; E. A. Davidson, 170 yards, fourth; W. F. Billingsley, 120 yards, fifth. Time, 2:33½.

One-mile, boys.—E. J. Bule, first; Frank Yost, second; Don Cheseldine, third; Fred W. Doty, fourth; W. A. Lane, fifth. Time, 3:04½.

One-mile open, Class A.—C. E. Tudor, first; A. L. Baker, second; James Orlando, third; Claude Doty, fourth; J. E. Gottrell, fifth. Time, 2:30½.

One and an eighth-mile handicap, Class B.—T. R. Eddy, 40 yards, first; Cliff Baker, 90 yards, second; F. L. Talley, 60 yards, third; Oscar Trimmer, 120 yards, fourth; Conn Baker, scratch, fifth; W. F. Goetz, scratch, sixth. Time, 2:36½.

One and an eighth-mile handicap, local, Class A.—Thos. J. Murphy, 90 yards, first; A. L. Baker, scratch, second; F. L. Fogle, 50 yards, third; Joseph Patterson, 130 yards, fourth; F. R. McGrew, 40 yards, fifth; W. F. Billingsley, 80 yards, sixth. Time, 2:41.

One-mile open, Class B.—T. R. Eddy, first; Conn Baker, second; R. F. Goetz, third; Oscar Trimmer, fourth; Cliff Baker, fifth; F. L. Talley, sixth. Time, 2:21½.

One and an eighth-mile handicap, boys under sixteen.—Fred Walz, 10 yards, first; A. E. Gordon, scratch, second; E. J. Bule, 10 yards, third; Frank Coupe, scratch, fourth; Don Cheseldine, 20 yards, fifth. Time, 2:59½.

Five-mile state championship.—C. E. Tudor, first; A. L. Baker, second; F. R. McGrew, third; Thos. J. Murphy, fourth. Time, 13:06.

Seven-mile bicycle vs. three-mile sprinting.—C. E. Tudor, first; A. L. Baker, second; Charles Lane, sprinter, third; J. A. Engler, sprinter, fourth. Time for cyclists, 17:10½; for sprinters, 17:24.

Referee, K. D. Wood; starter, R. "Columbia" Lennie.

## TIME WHEELMEN CENTURY RUN.

PHILADELPHIA, PA., Sept. 1.—The second annual century run of the Time Wheelmen to Wilmington, Del., and return today was the most largely attended century run that ever started from Philadelphia. At 4:30 this morning, 350 cyclers, including four women, stood in groups in front of the Time Wheelmen's clubhouse, at 811 North Broad street, ready for the bugle call to start. A few seconds later "Doc" Brinkman, the bugler of the club, gave the signal.

Of the women contingent Mrs. J. Rice undoubtedly attracted the most attention. She was attired in the regulation bloomer costume and was mounted on a diamond frame wheel. Of course with this wheel she had to mount and remount from behind just like a man, but Mrs. Rice proved a very graceful rider, and quite captivated the men with her style. Mrs. Johnston, unattached, also wore bloomers. Mrs. Thomas C. Benners, of the Golden Eagle Wheelmen, and fourteen-year-old Miss Martha Brown, of the Time Wheelmen, made up the rest of the party.

Wilmington was reached 20 minutes ahead of schedule time, and West Chester, on the return trip, was also reached far ahead of time. Two hours were pleasantly spent at West Chester and promptly at 3:30 the start for home was made. Good time was again made and at the city line the party were joined by a big delegation of local wheelmen, who acted as an escort, into the city. It was just 6:42 when the pacemakers, Capt. Harry A. Cain of the Time Wheelmen, and Heller, of the Century Wheelmen, pulled up in front of the starting point 18 minutes ahead of time. They were given a royal welcome at the clubhouse and along the city streets by the large crowds that had congregated. Frank Foster Cooper, of the Time Wheelmen, a lad of twelve years, was the youngest rider on the run, and his wonderful endurance in surviving was a source of much comment. He finished right behind the pacemakers. Mrs. Rice and Mrs. Johnson followed close looking much the worse for their long ride, and a few minutes later the other two ladies came riding up.

After taking a rough estimate it was announced that 335 persons had survived the run, and that the Time Wheelmen, the promoters of the same, had won the George W. Childs' cup and first prize by bringing in sixty-three men out of about seventy starters. The Golden Eagle Wheelmen were second with twenty-five survivors, and although third prize is as yet uncertain, it is thought that it will be awarded to the Turner Cyclers, who had ten men in line.



## ENGLISH TRADE NOTES.

LONDON, August 25.—An English wheel journal has just propounded the question, "Is the trade leaving Coventry?" Well, it seems so certainly, and I fancy that it is slowly going to Birmingham, which seems in many respects to be a more go-ahead town. The cycle trade here, or at any rate that portion of it hailing from Coventry, is too apt to dictate to the public as to the patterns of machines, whereas the Birmingham firms cater for what the public fancy. This is after all the best policy in the end.

There has been a further fall in the export trade for July last, the total being \$238,810 less than in June, and \$38,395 less than the July of 1893. Verily the law of averages is going to assert itself with a vengeance, and the total result of the year will not be so good after all, notwithstanding the increase during the first six months.

Messrs. Humber & Co. are extending their Beeston factory with a view of an increase in next season's trade, and judging by the present year they will want the extra accommodation. Messrs. Humber & Co. are one of the few firms who have cause to be contented with this year's trade. I shall hope to have an opportunity of going over the Beeston works at an early date, as I contemplate a visit to the midlands next week.

The Cycle Agents' Union held a meeting at the Holborn Viaduct Hotel one day last week. The sitting lasted, I am told, rather more than five hours, but what was done I am unable to say. If time means anything, the vexed questions which are just now troubling the trade should have been settled.

I hear that a new system of joining the tubing of frames has been invented by a well-known French engineer, by which the tubes are not subjected to heat, so that no molecular change can take place. I have heard of this wonderful invention several times before, and like the aluminum frames weighing two pounds and stronger than any steel yet made, I shall believe it when I see it, and not before.

I have been trying the new "Trigwell" tire lately, and I like it very much, although I am a little dubious of the wearing capacities of the particular one I experimented with. I fancy the rubber is a bit too thin on the tread, and several pieces have chipped out, owing I suppose to contact with small stones, etc. Of the running of the tire I can only speak in the highest terms. It is in this respect one of the best I have ever tried, being resilient and having plenty of "life," while the mode of detaching the outer cover is both simple and effective. One thing about the tire trade strikes me as being very extraordinary, and that is that, seeing the number of really first-class tires now in the market, prices do not fall. When we see that many excellent second-grade machines are listed at \$60 or \$65 with pneumatic tires, we can only wonder at the value given, considering the heavy tax laid on these prices by the tire companies. Were we back in the solid tire days, these second-grade cycles would be listed at about fifty dollars.

I have thought that for some time past the trade has been led too much by the requirements of the racing man in the matter of build, etc., and the other day I had a proof that this is so to a very great extent. No doubt, considered as a purely speed cycle, the modern safety as constructed by any of the leading firms is very nearly perfection, but does it come up to the same high standard when viewed as a touring or general road machine? That the general lines of a racer should in no way be departed from in the construction of a roadster I fully admit, but there are points in detail which render certain alterations necessary. For instance the tourist's machine must be fitted with mudguards, and hence the front wheel must be slightly farther from the pedals than is the case on a racer. Now, this is very often arrived at in the proper manner by slightly lengthening the tubes of the frame, but I have noticed that this year a good many manufacturers have kept the frames of their racers and roadsters the same so far as the length goes, and have merely curved the front forks of the latter further forward to give the necessary clearance for the front mudguard. The result of this has been to entirely spoil the steering of the machines, and yet when the point was raised, one firm admitted that they sold at least twenty roadsters to one racer, and at better prices. Yet such is the power of the racing man, that his requirements are the first thought of, while little or no care is bestowed upon the design of a machine which shall be the best for the ordinary road-riding cyclist.

Dust-proof pedals are becoming quite the thing, but at present they are not made by any of the large firms. A good many of the pedals supplied by the leading houses are extremely faulty in design and years behind the times, which is the more surprising when we consider that the new types are but little if any more expensive to manufacture. One of the nicest I have seen, bar the "Trigwell," which I like extremely, is the "Sark." It is much on the "Trigwell" lines, but instead of being attached to the crank by screwing up a nut forming the ball race cone on one side, it is fixed in the ordinary manner. Its great point is that the outside bearing of the pedal is quite closed in, the adjustment being obtained by

running a cone on the side nearest the crank, which can be done by loosening the nut holding the pedal to the crank. It is a very simple and at the same time effective device.

The other day I called at the Quadrant Cycle Co.'s depot and saw an extremely nice tandem tricycle fitted with Dunlop tires and Carter gear-cases. It looked an ideal touring machine, but I am afraid that the days of the tandem tricycle are numbered. The tandem safety has taken the popular taste, and the three-wheeler is at a discount.

WILL 'O THE WISP.

## PHILADELPHIA TRADE.

PHILADELPHIA, PA., August 31.—To introduce its wheels in the east, the Royal Cycle Co., of Marshall, Mich., has sold a limited number of its high-grade bicycles to the Pennsylvania Bicycle Co., of 1343 Arch street. These wheels have gained an enviable reputation in the west and are known as the "Royal Limited." They are of the '94 pattern, weigh but twenty-seven pounds ten ounces, and are fully guaranteed. H. D. Le Cato, the proprietor of the Pennsylvania Bicycle Co., is one of the most reliable dealers in the city and from present indications the consignment will not be long on his hands. This lot of the "Royal Limited" is being disposed of at the low price of \$60, although manufactured to retail at \$125. The machines have diamond frames, ball bearings throughout, drop forgings, Morgan & Wright or Eastern Rubber Mfg. Co. tires and spokes, which are supposed to stand a strain of 1,200 pounds.

To show the degree of perfection arrived at in bicycles at the present day, local dealers are noting with pride the manner in which their wheels stood the tour of the Century Wheelmen to Boston, during the past ten days. The wheels ridden by the party were of many different makes, and although most of them were exceedingly light they stood the test very well. Some of the roads, through lack of rain in the section through which they passed, were in almost unridable condition, yet breakages were very rare. One of the best examples was Louis Geyler's twenty-one-pound Columbia, the lightest wheel of the party, which came through without a scratch. A test of this kind goes much farther than pages of newspaper advertisements and simply shows what a good wheel will stand. The Waltham Mfg. Co., of Waltham, Mass., makers of the Orient cycles have placed the agency for this section of the state in the hands of Hill & Lyster of this city.

Jos. Landschutz, one of the most prominent of the uptown dealers, is doing a very extensive business at present. In addition to carrying a large stock of Columbias, Hartfords, and other makes, he is manufacturing the "Americus" wheel in three styles. The twenty-five-pound wheel is selling at \$125, the thirty pounder at \$100, and the thirty-five-pound machine at \$75. The two former are fitted with G. & J. tires and are strictly high-grade wheels.

## NIAGARA STEEL RIMS.

The following letter from the Niagara Cycle Fittings Co. explains itself:

EDITOR THE BEARINGS: Owing to the great favor with which our spring steel rims have met during the season of 1894, we have arranged with the well-known house of R. H. Wolff & Co., leading spring steel and wire manufacturers of the United States, to manufacture these goods for us during the season of 1895, we to act as the sole marketing agency for same.

The high standard of these goods, which was inaugurated in 1894, will be fully kept up in the coming season, and the rims will be, in the future, as they have in the past, "as light as wood and stronger than steel."

Spring steel is the stuff to make rims out of, and we predict that the spring steel rims will, eventually, entirely supersede the cheap hot and cold rolled rims with which the market has been flooded for a number of years past. The difference in price is but a trifle, and it is more than counterbalanced by the facilities for putting a fine finish on the smooth, polished surface of the spring steel.

Mr. Phillip Goetz, treasurer of the Indiana Bicycle Co., has just returned to Indianapolis after a most pleasant excursion and vacation trip. During the three weeks of his absence Mr. Goetz covered most of the prominent eastern summer resorts, including a trip down the St. Lawrence. He returns very much improved in health and spirit.

It is the fashion, nowadays, for big men to ride wheels. The latest to be heard from is John I. Fennell who propels his 257 pounds around on a Crescent. With excusable pride the Western Wheel Works publish a letter from Mr. Fennell in their advertising space this week.

John S. Johnson, after much changing around and experimenting with other tires, has had his Stearns racer fitted with New York tires and will ride them in the future.



## A NOTED BICYCLE THIEF SENTENCED.

**A Milwaukee Judge Gives Him Five Years in the Penitentiary—  
Rain at Milwaukee Make Hard Riding for Cyclers—  
Milwaukee Wheelmen Plan a Tournament.**

MILWAUKEE, WIS., Sept. 3.—In the walls of the prison at Waupun, where the state penitentiary is located, there is now imprisoned Raymond Hamilton, who during his career in the city was a terror to local wheelmen; who dared not leave a wheel on the curb for a moment without the fear that it would be stolen. At least ten bicycles were stolen by Hamilton, nine of which have been recovered. The thief, a former Sunday-school teacher, was taken before Judge Emil Wallber last week and charged with stealing a wheel from Harry Binner. The evidence against him was so weighty that he decided to throw himself on the mercy of the court. Judge Wallber looked upon the offense the same as horse stealing and gave Hamilton a strong dose. The verdict of five years at hard labor has been generally approved by the wheelmen and is probably one of the heaviest penalties ever imposed for stealing a bicycle. Hamilton is an adept rider, but by the time he gets out he will probably have forgotten the art.

Hardly has Hamilton been disposed of than another stray thief, of the same line, falls into the hands of the local police. James Feltmeyer, alias McCutcheon, was arrested here today on the charge of stealing a wheel in Fond du Lac. He rode the wheel to this city, a distance of about seventy miles, and tried to dispose of it here, when Detective Louis Wallerman nabbed him. He will be taken to Fond du Lac for trial.

### The Menominee Falls-Milwaukee Road Race

was run here today and was won by A. L. Richards. The race was conducted by the Badger Cycling Club. The course was in good condition but when the riders had covered the first ten miles and were three miles from the city, a heavy rain storm overtook them which made it somewhat difficult riding for the wheelmen. Albert Mayer acted as starter and sent the limit men off at 3:50 o'clock while the scratch men followed 10 minutes later. The time prize was won by W. C. Schrader. The riders finished as follows:

PO.	NAME.	HANDICAP.	TIME.
1	A. L. Richards.....	6:00	42:32
2	W. C. Schrader.....	Scratch.	37:00
3	L. Wagner.....	3:00	40:30
4	M. O'Brien.....	6:00	45:00
5	C. Reinke.....	Scratch.	39:00
6	C. W. Prei.....	2:00	42:15
7	F. Abraham.....	8:00	48:00
8	W. A. Krasselt.....	8:00	48:30
9	Philip McCrory.....	5:00	46:00
10	C. Winkler.....	6:00	47:30
11	F. G. Cramer.....	10:00	51:30
12	E. W. Jones.....	7:00	48:30
13	W. C. Green.....	3:00	45:00
14	F. L. Mason.....	7:00	49:15
15	H. J. Schmitz.....	Scratch.	47:00

### The Thiensville-Milwaukee Road Race

of the North Side club was run last Saturday and was won by A. J. Held. Edward Roth captured the time prize, and his time comes within four seconds of the road record for that distance. The road was covered with dust and in some places was almost impassable. The second time was made by Theodore Kirchner, and the third by Paul Evarts, who also won the novice time. The order of the finish was as follows:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	A. J. Held.....	8:00	38:40	14	F. Janssen.....	9:00	43:22
2	F. M. Harbach.....	8:00	38:55	15	W. H. Prichard.....	4:30	39:00
3	Otto Tank.....	7:30	40:10	16	B. Brondes.....	7:00	42:05
4	A. E. Schunk.....	9:00	42:31	17	Louis Pierron.....	6:00	41:10
5	Theodore Kirchner.....	2:30	35:34	18	Henry Pierron.....	7:30	43:10
6	Paul Evarts.....	5:00	37:05	19	H. Warnken.....	6:30	42:15
7	C. Pollow.....	6:30	38:35	20	E. A. Roth.....	6:00	43:00
8	Charles Haisch.....	6:30	38:37	21	Emil Kohn.....	7:30	44:50
9	Edward Roth.....	1:00	34:08	22	Charles Pehn.....	7:00	45:30
10	A. C. Runkel.....	4:30	37:49	23	Hugo Reiter.....	6:30	43:00
11	A. Bergenheimer.....	5:00	38:20	24	Charles Schuetz.....	9:00	51:00
12	William Neubert.....	7:00	40:30	25	Charles Heller.....	8:00	51:20
13	George Krantz.....	8:00	42:10	26	Robert Falk.....	7:00	51:30

Before the closing of the cycling season, the Milwaukee Wheelmen have decided to

### Give a Tournament

and redeem, if possible, the cycling prestige of the city. During the season a number of events have been conducted here that have been mismanaged and so detrimental to the interest of the sport. Many visiting wheelmen who came here during the season to attend meets given by some of the clubs, who were in it for the money, went away dissatisfied. The Wheelmen's tourney will be pure amateur sport. The meet will be held on September 22 and many prominent riders from the state will enter. Louis Reed, the state champion, and William Sanger, brother of Walter Sanger, will meet again and try to settle old scores. The races will be at National Park and include the following events: One-mile novice, half-mile open, one-mile handicap, one-mile, 2:30 class, two-mile handicap, quarter-mile, one mile, boys under eighteen years, one-mile Milwaukee championship, three-mile handicap. An attempt will also be made to lower the following state records: Quarter-mile, Class A, competitive, 32 seconds; Class B, competitive, 31½; half-mile, Class A, competitive, 1:09; Class B, competitive, 1:06; flying start and tandem paced, 57 seconds; one-mile, Class A, competitive, 2:22; standing part, paced, 2:15; Class B, competitive, 2:11.

## CYCLE RACING "CATCHES ON" AT PORTSMOUTH.

PORTSMOUTH, OHIO, August 31.—The races here today were a decided success. As cycle racing is quite new here and the attendance was over two thousand the sport is thought to have scored a great success. Bobby Goetz went a half-mile to beat the state record held by E. C. Johnson failing by 2½ seconds. He made it in 1:02 flat; a very creditable half, considering the track, which was somewhat dusty and also quite an incline in the stretch. He made the first quarter in :32 and last in :30. F. L. Talley and T. R. Eddy paced him for the first quarter and Conn Baker took him the last.

### Summaries:

One-mile novice.—Jno. B. Taylor, first; Dan Connell, second; Chas. Wertz, third. Time, 2:40½.  
Half-mile open, Class B.—Conn Baker, first; T. R. Eddy, second; R. F. Goetz, third. Time, 1:15½.  
One-mile championship, Scioto Valley, Class A.—Wesley E. Taylor, first; Tilden Hughes, second; Frank Neekamp, third. Time, 2:54½.  
Half-mile open, Class A.—W. J. Klinger, first; W. E. Taylor, second; C. E. Tudor, third. Time, 1:17½.  
One-mile handicap, Class B.—E. C. Baker, first; F. L. Talley, second; Oscar Trimmer, third. Time, 2:22.  
One-mile handicap, Class A.—W. J. Klinger, first; C. E. Tudor, second; A. L. Baker, third. Time, 2:25½.  
Two-mile handicap, Class B.—Conn Baker, first; F. L. Talley, second; T. R. Eddy, third. Time, 5:01.  
Two-mile handicap, Class A.—A. L. Baker, first; C. E. Tudor, second; W. J. Klinger, third. Time, 5:22.

### Two Thousand Persons See Races at Norristown.

NORRISTOWN, PA., Sept. 1.—The Norristown Wheelmen held their fourth annual race meet today at Penn Square in the presence of 2,000 persons. The racing was of an interesting character and George C. Smith, of the N. Y. A. C., distinguished himself by winning three races. During the day Walter C. Eckhardt rode an exhibition half-mile without hands, flying start, in 1:18½.

### Summaries:

One-mile novice.—Jacob Wurtz, first; Walter Cassel, second; John R. Kelsen, third. Time, 2:50.  
One-mile open.—George C. Smith, first; John B. Corson, second; Charles C. Church, third. Time, 2:45.  
One-mile handicap.—Charles Church, first; A. W. Rich, second; Fred Preston, third. Time, 2:29.  
Half-mile open.—George C. Smith, first; J. B. Corson, second; C. N. Norwood, third. Time, 1:13½.  
Quarter-mile open.—George C. Smith, first; John B. Corson, second; John Granch, third. Time, 36½.  
One-mile club championship.—F. Preston, first; C. J. Craft, second; C. W. Heebner, third; J. W. Cope, fourth. Time, 3:35.  
Championship of Chester and Montgomery counties.—Fred Preston, first; C. J. Craft, second; F. M. Dampman, third. Time, 3:07.  
Half-mile boys' race.—W. C. Eckhardt, first; H. H. Whitman, second; Tim Hendricks, third. Time, 1:25.

## SUCCESSFUL RACES AT CHATTANOOGA.

CHATTANOOGA, TENN., Sept. 3.—A large and delighted crowd attended the annual Labor Day race meet held here today by the Mountain City Wheelmen, under the auspices of the League of American Wheelmen. The track is a half-mile, and is banked and graded perfectly, but owing to a head wind the times were slow.

### Summaries:

One-mile novice.—G. C. Bushnell, first; T. C. Howell, second; G. P. Bond, third. Time, 2:52½.  
Quarter-mile open.—H. Weaver, first; Ed Warren, Jr., second; C. L. Talbot, third. Time, 34½.  
Half-mile, boys, seventeen years and under.—B. MacDonald, first; G. P. Bond, second; Roy Heard, third. Time, 1:18½.  
Half-mile open.—H. Weaver, first; G. E. Quinn, second; Ed Warren, Jr., third. Time, 1:11½.  
One-mile club.—L. B. Graham, first; T. C. Howell, second. Time, 2:36½.  
One-mile open.—H. Weaver, first; G. E. Quinn, second; Ed Warren, Jr., third. Time, 2:55½.  
Quarter-mile, urchins, eight years and under.—N. S. Sloan, first; M. L. O'Neal, second. Time, 1:03.  
Two-mile handicap.—G. E. Quinn, first; H. Weaver, second; C. L. Talbot, third. Time, 5:01.  
One-mile club.—W. M. Brown, first; E. E. Lewis, second; L. B. Graham, third. Time, 2:53.  
Half-mile club championship.—W. M. Brown, first; E. E. Lewis, second; F. H. Waterhouse, third. Time, 1:23.  
Two-mile lap.—H. Weaver, first; W. M. Brown, second; G. E. Quinn, third. Time, 6:23.  
One-mile, boys, seventeen years and under.—F. C. Lytle, first; Roy Heard, second; B. MacDonald, third. Time, 2:57½.  
Five-mile handicap.—C. L. Talbot, first; E. E. Lewis, second; G. E. Quinn, third. Time, 13:38½.  
Quarter-mile open.—For best unpaced time record, H. Weaver. Time, 1:09½.



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'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 26-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	60
'93 Ladies' Regis, weight, 32 lbs. Highest grade	150.	75
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	75

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**MENTION THE BEARINGS.**



# THE BEARINGS

Vol X  
No 7

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, SEPTEMBER 14, 1894.

## A NEW CASH PRIZE LEAGUE.

**Professionalism Will be Given Another Trial in America—A New League Formed—"Senator" Morgan the Prime Mover—Zim Will Ride.**

It was supposed to be a profound secret, but it leaked out. Yes, there will, in all probability, be another cash prize league sprung on an unsuspecting public. The plan was settled on at Asbury Park during the Good Roads tournament. In one of the rooms of the Ocean Grove Hotel, a little party met in the greatest secrecy. They canvassed the prospects of a cash prize league from all points, and decided that it would be a financial success. Frank Egan, the old-time advocate of out-and-out professionalism was there. S. Wallis Merrihew, one of the high officials of the now defunct National Cycling Association, was there. O. S. Bunnell, another man high up in the councils of the late lamented N. C. A. was there. H. L. Saltonstall was there or thereabouts, and W. J. Morgan, editor of the *American Wheelman*, the old-time exponent of dollars and speed who was so cruelly shut out of the former cash prize league, was there and determined that, when cash prize racing was again launched, he would have, not only a finger in the pie, but both of his hands, clear up to his wrists. He made this fact clear to the assemblage and they agreed that he should be the chief mogul of the enterprise.

It is part of the plan that Merrihew is, ostensibly, to join the staff of the *American Wheelman*, but in reality to work on the new league. He will become a "newspaper man" in the course of a few days. Egan and Bunnell will wait till the 1st of January before they take an active hand in affairs. It is not intended to begin the operations of the league with undue haste. "Senator" Morgan is going on a business trip for his paper—ostensibly again—and during the progress of that trip will make arrangements for tracks in various cities.

One of the first men who was approached in the matter was "Brother-in-law Joe" McDermott who was favorably inclined to the scheme and said that in all probability Zimmerman would ride for the new league. "Papa" Zimmerman also seemed to fall in with the scheme.

And the money? Well it was right here that Saltonstall came into the game. He is an ex-Wall street broker and he has interested some of his old friends in the scheme, to the extent, it is whispered, of \$100,000.

The plan of the new league leaves W. B. Troy, one of the most important factors in the old league, entirely out in the cold. What the wily Willis B. will think or do about this is a matter of surmise, but with the influence that he has over Zimmerman it is not likely that he will consent to see cash prize racing established without at least making an attempt to get in the combination.

## L. A. W. POLITICS.

BROOKLYN, N. Y., Sept. 12.—The New York division of the L. A. W. will elect new officers next month. Two tickets are in the field, and as every League member in the state is entitled to cast a ballot, great interest in the result is already manifested, and the election promises to be the hottest in the history of the organization. In Brooklyn the interest is intensified by the fact that the name of Isaac B. Potter, of good roads fame and a resident of Brooklyn, heads the regular ticket for chief consul. In an interview with an *Eagle* reporter Chairman Howard E. Raymond, of the Racing Board, expressed the following opinion of the pending contest:

"Mr. Raymond, are you willing to state your views and your position in the matter of the New York division election?"

After a minute of silence, in which Mr. Raymond seemed to be shaping his answer, he said: "By my League friends in Brooklyn my position is pretty well understood. I am first, last, and all the time in favor of the Potter-Underhill-Bull ticket. Without going into comparisons, I believe it ought to command the support of every member of the division and that no better ticket could have been named. For about ten years Mr. Potter has been one of the hardest and most successful workers for the League that the division ever had. He is the man who first conceived the idea of legislation in behalf of the

### 'Wheelmen's Rights.

He was the author of the Liberty bill which opened Central Park and

all parkways, streets and highways in the state to the use of wheelmen. He drafted it, took it to Albany, secured its introduction, remained for weeks at the capitol fighting for its passage, argued in its behalf before the governor, and was the first to announce to the wheelmen of New York that the bill was a law, and that Central Park and Prospect Park were wide open to wheelmen. His later work for good roads is familiar to everybody; it has been carried on for years, and as we all know in Brooklyn he is now harder at work at it than ever. For years a conspicuous figure in both state and national League work, he has never held an elective office outside of Brooklyn, and I should regard his election to the chief consulship as the bestowal of an honor which he has well earned and doubly deserves."

"What do you know of the other candidates on the Potter ticket?"

"Mr. Underhill is a resident of Schenectady, captain of the Schenectady Bicycle Club, and division consul for that district. He is a man of education and character and a hard and successful fighter for good roads. They have lately bought a large stone crusher and other machinery in Schenectady County, and have gone about the work of improving their roads—a result directly due to the agitation started by Mr. Underhill and his fellow-wheelmen. He is

### "An Out-and-Out Good Roads Man,

and a capital running mate for Mr. Potter. We all know who Mr. Bull is. In a membership of twenty odd thousand he is League member No. 31—a veteran indeed. He was our chief consul for nearly three years, a hard worker and a most successful officer in every sort of League work. Billy Bull is all right, and well deserves his host of friends."

"Has not Mr. Potter some sort of a claim against the New York division?"

Here Mr. Raymond's face broadened into a genuine smile. "Your question," he said, "shows how easy it is to twist facts, to spread abroad a false and distorted story. Mr. Potter has no claim whatever against the division beyond a claim for its good will. Neither the division nor any of its members will ever be asked to pay him a single cent on any account whatever. He is now an officer of the division, appointed by Chief Consul Luscomb, and has raised over \$200 from advertising, and paid it into the division treasury this year. If Mr. Potter had a claim against the division he would be the last man in the world to accept the nomination for this office."

"Now understand me clearly," Mr. Raymond continued, "I believe Mr. Potter has a claim against the national body of the League; but the debts of the national body are quite as distinct from the debts of a state division as your debts are distinct from mine. Each body settles its own obligations out of its own separate treasury. We elect governors and members of Congress who have claims against the government at Washington. Nobody questions their loyalty to the state and the nation, and they make excellent officers. Just now we are working for

### "The Good of the New York Division.

The National Assembly of the League is in good hands, and well able to take care of its own affairs. Within the last two years Mr. Potter has handled over fifty thousand dollars of League money, and his books were found to balance to a penny. The National Assembly at its last meeting passed a unanimous vote of confidence in him, and would do it again tomorrow. It is absurd to suppose that he would do anything to lessen the significance of that vote."

"But will not Mr. Potter, by his election to the chief consulship, become a member of the National Assembly?"

"Yes, and that fact supplies one of the best reasons why he should be elected. If the New York division had a claim against the National Assembly, Mr. Potter would be the first to present it and to work for its adjustment. We owe him a deep debt of obligation for years of hard work in behalf of the division and if he has a claim against the National Assembly it would be ungrateful and unjust to deny him a chance to file it and to explain it. There is no hostility or unfriendliness in it; only a simple misunderstanding, a difference of opinion."

"I am too busy to speculate on the result; but from what I have seen and heard, I should say the Potter-Underhill-Bull ticket is setting a mighty rapid pace and that it will probably win by a substantial majority."



## SPRINGFIELD.

### Best Racing of the Year Marred by Bad Decisions—Races Divided—Tyler Shows Poorly—The Whole Story.

SPRINGFIELD, MASS., Sept. 11.—The town is full of wheelmen. They are coming from every point of the compass. Every team is here, and at the park the white tents surrounding the training quarters all fly the insignia of the team occupying them. Bright copper rims flash round the tracks, their riders bearing the four rings of the Rambler team, closely pursued by the delicate blue rims of the Columbia team.

The city is alive with wheelmen and each incoming train brings more. With thousands on the street every day, the constantly increasing numbers attract less attention than they would otherwise; but there is sufficient evidence that the men are with us.

People have talked about nothing but the tournament for a week. The diamond prizes have been arranged in a window in full view of the multitude and a dense crowd surrounds the display all the time. A prominent shoe house has placed a wooden bicycle in its window with the first rubber tire ever put on a wheel, and another crowd is attracted to that window. Few realize the intense

**Interest in Wheeling** manifested by everybody in this vicinity until they have sojourned here a few days. Springfield makes as much of its annual meet as any other city would of the president's visit.

Visiting wheelmen will be more cordially received than ever before. The press has devoted more space to write-ups and has looked out for the publicity of the affair better than ever. Whole pages have been freely given by every paper in the city and the record breaking has caused columns to be printed. This is the way Springfield enters heartily into the wheelmen's schemes and tries to make as much of her famous club as possible.

Record breaking is finished until after the tournament. Bliss holds the world's record for the flying mile, 1:52%, the fastest mile ever made by man or horse. Yet it was done so easily that the men holding the watches could scarcely believe it true. It didn't seem possible that another second had been taken off the time, but there is no denying the story of the watch and Bliss stands at this writing as the exponent of the most wonderful speed of the year.

#### A Class A Rider of Extraordinary Promise

is F. H. Allen, of the Rambler team. He broke all records for the shorter distances September 5 and finished easily in 1:58%. This is his first year and great things are expected of him later. Manager Atkins thinks him the most promising young rider here.

Bliss made his wonderful mile September 6. The day was perfect. A slight wind was blowing down the backstretch, but the "Pocket Hercules" didn't mind that. He was started like a whirlwind by Lumsden and Githens and went to the quarter in :27%. Cooper and Silvie picked him up at the half—a perfect pick-up—and the half mark was passed in :55%. They rushed him to the three-quarters in 1:23%, breaking the record of 1:24%, made by Harry Tyler at Waltham, July 28. Arnold and Warren picked him up there and carried him over the tape in 1:52%, lowering Tyler's

mark—1:53%—made by Tyler at Waltham, August 4. Everybody was pleased, but Springfield still waits for Tyler. Silvie and Cooper had never ridden together before and therefore deserve special mention.

F. J. Titus broke the standing paced five-mile record made by Meintjes here last year and reduced the mark from 11:06% to 10:50%. The fractional time was: First half, 1:08%; one-mile, 2:13%; one and one-half mile, 3:16 flat; two-miles, 4:20%; two and one-half miles, 5:24%; three miles, 6:27%; three and one-half miles, 7:34 flat; four miles, 8:43 flat; four and one-half miles, 9:48; five miles, 10:50%. It was a perfect performance and won the warmest praise from all.

#### FIRST DAY.

SPRINGFIELD, MASS., Sept. 12.—The great Springfield meet is on and the entire cycling world is agog with excitement. The diamond tournament has aroused more excitement than any other meet of the year. Crack-a-jacks have been lying low for weeks preparing for Springfield, and

now that the races have been started the excitement and interest is beyond the power of pen to describe. The heats of Wednesday's races were run this morning, and those for Thursday in the afternoon. There were no time limits placed on any of the heats and there were no pacemakers. The men had hard enough work as it was, some of them running in seven and nine trials which is much more than they will be asked to do on the days of the actual racing. The weather was not the best. There was a stiff breeze blowing which made the riding hard. The attendance was all that could be expected on a day when none but preliminary heats were run. Every one rode but every one did not qualify. Sanger showed better form than he has shown at almost any time this season. Perhaps the track on which he defeated the mighty Zimmerman last fall put new life into him. He has gotten back that terrific sprint again, and the man who can follow it for a quarter will know that he has been in a bicycle race. The Milwaukee giant qualified in every event in which he started.

#### The Real Battle of the Meet

will be the one-mile "international." The heats were run off today and to the surprise of every one Harry C. Tyler, on whom all Springfield pinned her hopes was shut out in his heat. For the past two years Tyler has won the principal event of the Springfield meet and that he should be shut out in a preliminary heat is

something that the good people of the town can hardly credit. It recalls the defeat of Hendee when "women fainted and strong men wept." It happened in this wise. The heat contained several good men and was a loaf to the three-quarter pole when Raymond MacDonald shot out of the bunch and made a rush for the tape. Tyler was in a pocket, having used the worst of bad judgment in his riding, and, when he did get out, it was too late. MacDonald was closely followed in his sprint by the veteran, George F. Taylor who was second, with Coleman third and Bliss, who came up from the rear, fourth, just nipping Tyler at the tape and shutting him out of the final. On the form that he showed today MacDonald will certainly be an important factor in the finals. He qualified in all the events in which he started.

In the second heat of the international race John S. Johnson came up from a bad position and won out easily from Bald, Warren, and Lumsden who finished as named. Sanger got the third heat, Brown, Titus, and Cabanne also qualifying. Taxis fell in this heat, but will be allowed to start in the final on account of being fouled.



L. D. CABANNE ON HIS CLEVELAND.



The other heats were more or less interesting, but were all loafs until the last eighth, which was almost invariably ridden in :14 or better.

MacDonald made the best showing of the day, winning first place five times and qualifying twice more out of seven heats in which he started. Sanger started six times, winning three times and qualifying the other three. Tyler started six times and qualified five times, three times in first position. Bald qualified in all six races in which he started. Johnson qualified in the four events in which he started, and Bliss did the same. Cabanne started five times and qualified each time. Taylor qualified eight times and Brown seven, L. A. Callahan and Titus each qualified four times, and Nat Butler and Eddie McDuffie twice each.

A new star has come to the front in the person of Harley P. Davidson, of Toronto. He is a remarkably strong rider, and Handicapper Henry Goodman has given him the honor of riding from scratch with Blauvelt and Sims, of Washington, in Class A. These two will, however, give him all the work that he can do.

The officers of the meet are: Referee, Howard E. Raymond; judges, H. W. Robinson, Boston; Spencer T. Williams, Boston; L. A. Tracey, Hartford, and A. O. Knight, Worcester; timers, Ouesce Whipple, Springfield; W. H. Jordan and W. C. Marsh; starter, W. D. Peck.

The following are the Class B

#### Summaries:

Half-mile handicap, first heat.—A. I. Brown, 25 yards, first; Ray MacDonald, 25 yards, second; L. C. Johnson, 25 yards, third. Time, 1:51 $\frac{1}{2}$ .

Second heat.—C. H. Callahan, 30 yards, first, E. A. McDuffie, 20 yards, second; Harry Arnold, 35 yards, third. Time, 1:13 $\frac{1}{2}$ .

Third heat.—E. C. Bald, scratch, first; H. C. Tyler, scratch, second; L. A. Callahan, 25 yards, third. Time, 1:10 $\frac{1}{2}$ .

One-mile open, first heat.—Ray MacDonald, first; J. S. Johnson, second; Geo. H. Taylor, third. Time, 3:06.

Second heat.—W. C. Sanger, first; Watson Coleman, second; W. W. Taxis, third. Time, 3:04 $\frac{1}{2}$ .

Third heat.—L. D. Cabanne, first; E. C. Bald, second, F. J. Titus, third. Time, 3:03 $\frac{1}{2}$ .

One-mile, 2:10 class, first heat.—E. C. Bald, first; F. J. Titus, second; Watson Coleman, third. Time, 2:53.

Second heat.—Ray MacDonald, first; L. D. Cabanne, second; Tom Cooper, third. Time, 3:03 $\frac{1}{2}$ .

Third heat.—A. I. Brown, first; C. H. Callahan, second; J. P. Bliss, third. Time, 2:53 $\frac{1}{2}$ .

Two-mile, 5-minute class, half-mile heats, first heat.—Geo. H. Taylor, first; L. C. Johnson, second; Watson Coleman, third. Time, 1:20 $\frac{1}{2}$ .

Second heat.—Ray MacDonald, first; C. H. Callahan, second; Tom Cooper, third. Time, 1:13 $\frac{1}{2}$ .

One-mile handicap, first heat.—L. C. Johnson, 80 yards, first; L. A. Callahan, 50 yards, second; E. A. Nelson, 90 yards, third. Time, 2:34 $\frac{1}{2}$ .

Second heat.—J. S. Johnson, scratch, first; F. J. Titus, scratch, second; A. D. Kennedy, Jr., 40 yards, third. Time, 2:29 $\frac{1}{2}$ .

Third heat.—W. C. Sanger, scratch, first; A. I. Brown, 60 yards, second; J. P. Bliss, scratch, third. Time, 2:34 $\frac{1}{2}$ .

Half-mile open, first heat.—J. S. Johnson, first; A. I. Brown, second; A. W. Warren, third. Time, 1:29.

Second heat.—H. C. Tyler, first; E. C. Bald, second; G. H. Taylor, third. Time, 1:18.

Third heat.—W. C. Sanger, first; L. D. Cabanne, second; W. W. Taxis, third. Time, 1:16 $\frac{1}{2}$ .

Fourth heat.—Ray MacDonald, first; H. A. Githens, second; E. C. Miller, third. Time, 1:17 $\frac{1}{2}$ .

Half-mile, 1:05 class, first heat.—Watson Coleman, first; E. A. McDuffie, second; Ray MacDonald, third. Time, 1:16 $\frac{1}{2}$ .

Second heat.—G. H. Taylor, first; A. I. Brown, second; W. W. Taxis, third. Time, 1:15 $\frac{1}{2}$ .

Third heat.—A. E. Lumsden, first; Nat Butler, second; L. A. Callahan, third. Time, 1:26.

One-mile international record race, first heat.—Ray MacDonald, first; G. H. Taylor, second; Watson Coleman, third. Time, 3:10.

Second heat.—J. S. Johnson, first; E. C. Bald, second; A. W. Warren, third. Time, 2:54.

Third heat.—W. C. Sanger, first; A. I. Brown, second; F. J. Titus, third. Time, 2:49 $\frac{1}{2}$ .

Half-mile handicap.—Watson Coleman, 25 yards, first; H. A. Githens, 20 yards, second; W. A. Warrar, 35 yards, third. Time, 1:12 $\frac{1}{2}$ .

Second heat.—I. Silvie, 55 yards, first; L. D. Cabanne, scratch, second; Tom Cooper, 25 yards, third. Time, 1:06 $\frac{1}{2}$ .

Third heat.—H. C. Tyler, scratch, first; E. C. Bald, scratch, second; C. R. Coulter, 20 yards, third. Time, 1:12.

One-mile handicap, first heat.—H. C. Tyler, scratch, first; G. H. Taylor, 20 yards, second; C. L. Nelson, 90 yards, third. Time, 2:36 $\frac{1}{2}$ .

Second heat.—C. R. Coulter, 50 yards, first; L. D. Cabanne, scratch, second; W. C. Sanger, scratch, third. Time, 2:27 $\frac{1}{2}$ .

#### SECOND DAY.

SPRINGFIELD, MASS., Sept. 12.—The features of today's racing were one broken record, one record tied and the defeat of Tyler in every race in which he started. Sanger was the man to get the record; C. M. Murphy was the man to tie one; and a half a dozen were the ones to defeat Tyler. Sanger lowered Tyler's unpaced record in the unpaced mile race by the smallest possible fraction but lowered it nevertheless, and that before an audience such as seldom witnesses a race meet. Sims tied Titus' one-mile competition mile made at Denver. The principal events of the day were captured by Ray MacDonald, W. C. Sanger, J. P. Bliss, and A. I. Brown.

The first of the big races was the half-mile Class B handicap. On the programme it promised to be a hot contest and the promise was kept. Sanger, Bald, and Tyler had qualified but Tyler did not start and the representatives of the Columbia and the Union were on the mark of honor together. Ahead of them were Butler and McDuffie on the twenty-yard mark; L. A. Callahan, Cooper, Brown, and MacDonald, with twenty-five yards; C. H. Callahan, with thirty; Warren, Arnold and L. C. Johnson, with thirty-five; and O. S. Brandt, with fifty-five. At the pistol Bald jumped Sanger a full ten yards. The Buffalo man got right down to work and was up with the field on the backstretch. He worked toward the front at once and at the quarter was in fifth place, while Sanger brought up the rear. The

latter started to go around the bunch but it was too late. The doughty little half-mile champion, Raymond MacDonald,

#### Was Legging It For Home

as fast as he could, and that was fast enough to keep the best of them guessing, even though he had gone the full distance. He was closely followed in his sprint by Lonnie Warren and Tom Cooper and the three midgets finished in this order. MacDonald winning easily by two lengths in 1:01 $\frac{1}{2}$ . Behind the trio were Bald and Sanger fighting for the honor of fourth place. Bald managed to squeeze in about six inches ahead of the Milwaukeean, going the full half mile in 1:02 $\frac{1}{2}$ .

But if the good people of Springfield thought that that was a race what must they have thought of the one-mile open Class B event? This contest brought out a field such as one sometimes reads about but seldom sees. It was a field in which the best man in the country, if anyone could name him, would be no better than a "three to one shot." Cabanne was on the pole with Sanger next to him, and MacDonald, Bald, Johnny Johnson, Titus, Taxis, and Tyler in the order named with Lumsden on the extreme outside. In addition to these men Warren and Githens were in as pacemakers with instructions to bring the men well within the time limit of 2:35 that was placed on the race. Warren took the pace at first closely followed by Githens, Lumsden from his outside position sprinted to the front and tagged onto his stable companion's rear wheel. At the half-mile, as the riders passed the stand, Sanger was in fourth position. Fifty yards before the men reached the quarter-pole

#### Sanger Came Out With a Rush

as of old, and started to go all the way for home. The rest of the cracks lost no time in going after him, and, as the men rounded into the long home-stretch, he led but it was by not more than half a length. He was on the outside with Johnson next him and Tyler on the pole. These two were on even terms and fighting to get up with Sanger, but, struggle as they might, they could not cut down that half length. A hundred yards off home Tyler began to tire, but the boy from Minneapolis kept up the struggle gamely to the tape, and was second to Sanger by the same half length. Cabanne had, in the meantime, been sawing wood and won third place, passing Tyler and beating out Bald, who had also passed Tyler, who beat out Titus for sixth. Taylor was seventh and Taxis last. The time was 2:11 $\frac{1}{2}$ , the fastest made so far.

Neither Sanger nor Johnson were in the one-mile, 2:10 class, but Bliss, Tyler, Titus, Brown, MacDonald, C. H. Callahan, Cabanne, McDuffie, Taxis, and Taylor were. Warren and Cooper acted as pacemakers. This was the first time that Bliss had appeared and he was given an ovation. He showed the effects of his record trials in his face which looked pale and drawn and he wore an habitually tired expression. His riding, nevertheless, was up to concert pitch. Tyler's bad showing in his previous races had deposed him from the position of favorite and Bliss was installed in his place in the public confidence. Had there been betting he would undoubtedly have been made

#### An Even Money Favorite.

The Springfield man hugged the rear wheels of the pacemakers all the way. As the bunch passed the stand the first time, Bliss was in a bad position, being pocketed. On the backstretch he managed to extricate himself, however, and when Titus jumped at the quarter-pole the little Chicagoan was right on his rear wheel. In the stretch Titus led with Bliss coming behind him strongly. It was a pretty struggle when Bliss came out half way down the stretch and tried conclusions with the New Yorker. As usual Chicago came out ahead, winning rather easily. Titus was a good second, with McDuffie third, and Tyler, who sat up, in last place. This was another fast mile, the time being 2:14 $\frac{1}{2}$ .

Between the races "Riverside" Smith made an attempt to break the Class A, flying quarter-mile record, but the best that he could do was :28 $\frac{1}{2}$ ,  $\frac{1}{2}$  outside the record.

The first record of the meet fell to Sanger in the unpaced mile race. In this event the men were started 30 seconds apart instead of 10, as was originally planned. Of the six men who tried for the \$300 diamond, the prize in this race, A. B. Goehler was the first to get the word. He started out bravely but when Tyler, who was next started got after him, it was seen that he had killed himself in the early part of his trial. Goehler had almost completed his first quarter when Tyler started and the latter gained very preceptibly. C. R. Coulter started 30 seconds after Tyler and in turn was followed by C. M. Murphy, and Titus. Sanger started last and proved conclusively that

#### "The Last Shall be First."

He made his mile in 2:07 $\frac{1}{2}$ , just  $\frac{1}{2}$  of a second faster than Tyler's previous unpaced record and 2 $\frac{1}{2}$  seconds better than the same man's time in the race. Titus got third with a mile in 2:15 $\frac{1}{2}$ . The following table shows the time for each contestant at the quarter, half, three-quarters, and full mile:

NAME.	QUARTER-MILE.	HALF-MILE.	THREE-QUARTER MILE.	ONE-MILE.
W. C. Sanger.....	:30	1:01 $\frac{1}{2}$	1:33 $\frac{1}{2}$	2:07 $\frac{1}{2}$
H. C. Tyler.....	:32	1:03 $\frac{1}{2}$	1:36 $\frac{1}{2}$	2:09 $\frac{1}{2}$
F. J. Titus.....	:31 $\frac{1}{2}$	1:04 $\frac{1}{2}$	1:39 $\frac{1}{2}$	2:14 $\frac{1}{2}$
C. M. Murphy.....	:29 $\frac{1}{2}$	1:03	1:38 $\frac{1}{2}$	2:16 $\frac{1}{2}$
A. B. Goehler.....	:31	1:04 $\frac{1}{2}$	1:39	2:17 $\frac{1}{2}$
R. C. Coulter.....	:33	1:07 $\frac{1}{2}$	1:42	2:18

Murphy's time for the first quarter equals the record for the starting quarter in competition.

None of the top notchers came out for the two-mile, 5-minute class



Still the race was an interesting one. Githens was in as pacemaker and he made the going for a mile and a half.

#### In the Final Sprint

Raymond MacDonald won easily. Watson Coleman and Taylor fought hard for second place and Coleman got the decision by a close margin. The time was 4:50 $\frac{1}{2}$ .

Another world's record came near going in the next race the one-mile Class A handicap. It seems almost incredible that Titus' competition record made at Denver should be nearly broken by a Class A man, and so soon at that, but it is a fact, nevertheless. The race was admirably handicapped as are all races in which the starts are allotted by Henry Goodman. The men were stretched out all the way to 150 yards, with Harley Davidson, the Canadian on scratch with W. F. Sims, of Washington. By changing pace the pair managed to overtake the field at the last quarter. The field was so large, however, that it was impossible to get placed sat up on the stretch, while Sims kept right on to the tape finishing in 2:10 $\frac{1}{2}$ . Wettergreen, the winner, but added another to his string of victories as a handicap rider of merit.

The one-mile Class B handicap brought out a fine field of starters. J. S. Johnson, Sanger, and Bliss were on scratch, with Cabanne at forty yards; L. A. Callahan, Coleman, and Lumsden at fifty; Goehler and Brown at sixty; Warren at seventy; E. C. Johnson at eighty; C. T. Nelson at ninety; and Silvie at 110.

#### Sanger Made the Pace

for the scratch men and soon had caught Cabanne. On the backstretch Johnson came up to do a little pacing but Sanger seemed to think that he was not going fast enough and came to the front again. When near the half-mile Cabanne who was following Bliss rode so close as to scrape the latter's rear wheel and came a beautiful cropper. He was up and mounted in a moment but the fall put him hopelessly out of the race. Rounding into the backstretch on the last lap the scratch men had caught the field and Bliss lost no time in making for the front, closely followed by Sanger. At the quarter-pole Dr. Brown made a beautiful "sneak" and before the others knew it he had a lead of four or five open lengths. Bliss was after him, however, in the twinkling of an eye, and for a while it looked as if the little Chicagoan would overhaul him. But Brown was too much for him, winning by a length. Bliss was second while Sanger who had followed the little fellow all the way in the sprint was third on the pole. Johnson who had come up from the rear around the bunch made a fine race for a place and it looked almost like a dead heat between him and Sanger but the big fellow got the decision. The winner's time was 2:16 and Bliss' time 2:16 $\frac{1}{2}$ . This was one of the prettiest finishes of the day.

After the races W. F. Murphy made an attempt to break the hour record of 26 miles 107 yards, held by Meintjes, and made on the Springfield track a year ago next Friday. He was admirably paced by Johnson and C. M. Murphy, Saunders and Mayo, Goehler and L. A. Callahan, and Cutter and C. H. Callahan on tandems. The pacing was good, but the best he could do was twenty-five miles in the hour with one lonely second to spare. He rode a sixty-six gear which was evidently too high for such a long ride. The time for each five miles was: Five miles, 11:34 $\frac{1}{2}$ ; ten miles, 23:26; fifteen miles, 35:29 $\frac{3}{4}$ ; twenty miles, 47:44 $\frac{1}{2}$ ; twenty-five miles, 59:59.

#### Summaries:

One-mile novice.—E. H. Smith, first; E. H. Baines, second; J. Ewig, third. Time, 2:11 $\frac{1}{2}$ .

Half-mile handicap, Class B.—Ray MacDonald, 25 yards, first; A. W. Warren, 35 yards second; Tom Cooper, 25 yards, third. Time, 1:01 $\frac{1}{2}$ .

One-mile open, Class B.—W. C. Sanger, first; John S. Johnson, second; L. D. Cabanne, third. Time, 2:11 $\frac{1}{2}$ .

One-mile, 2:40 class, Class A.—A. T. Fuller, first; Charles Church, second; A. H. Davey, third. Time, 2:23.

One-mile, 2:10 class, Class B.—J. P. Bliss, first; F. J. Titus, second; E. A. McDuffie, third. Time, 2:14 $\frac{1}{2}$ .

Half-mile, 1:15 class, Class A.—C. W. Williams, first; E. W. Heyer, second; J. C. Wettergreen, third. Time, 1:07 $\frac{1}{2}$ .

One-mile international invitation, unpaced.—W. C. Sanger, first; H. C. Tyler, second; F. J. Titus, third. Time, 2:07 $\frac{1}{2}$ .

Two-mile 5:00 class, Class B.—Ray MacDonald, first; Watson Coleman, second; G. H. Taylor, third. Time, 4:50 $\frac{1}{2}$ .

One-mile handicap, Class A.—J. C. Wettergreen, 70 yards, first; William Pettigrew, 60 yards, second; H. W. Caldwell, 150 yards, third. Time, 2:09.

One-mile handicap, Class B.—A. I. Brown, 60 yards, first; J. P. Bliss, scratch, second; W. C. Sanger, scratch, third. Time, 2:16.

#### THIRD DAY.

SPRINGFIELD, MASS., Sept. 13.—When Julian Pye Bliss poked his head out of his bedroom window this morning he shivered for an instant, pulled it in again and then went back to bed again. It was cold. It was alarmingly cold. There was frost on the ground and this was the last and supposed to be the most glorious day of the glorious Springfield meet. When the speed merchants ventured out-of-doors they were enveloped in heavy sweaters.

But it is impossible to tell what a day will bring forth. When the sun reached the meridian the air was warm and the American beauty at the mast on top the judges' stand at Hampden Park track, hung limp and listless, save when a stray zephyr gave it a gentle caress. It was one of those perfect racing days peculiar to Springfield that are the wonder and despair of jealous race promoters. Every one thought that yesterday was a perfect day for racing but today they all concede that they did not know what the acme of perfection was before. To have suited Sanger the day should

have been warmer, for the Milwaukeean revels in hot weather and is easily affected by the cold.

The "big race," as the one-mile international was styled, aroused feverish interest, and all the other events sank into comparative insignificance when it was mentioned. The Springfield men pinned their faith to Sanger, and bets of \$15 to \$25 were freely offered that "wooden shoes" would capture the event. The way Wallie has been riding of late certainly gave his friends

#### Strong Grounds for Their Confidence,

but, in the language of the classics "there were others." Of course Tyler could not be counted on, for he had, to the consternation of all Springfield, failed to qualify. But then there was Bliss, and Johnson, and Bald, and MacDonald to figure on. It was hinted before the races that the promoters intended to get the competition record under 2 minutes, and this gave Bliss' admirers great hopes, for the hotter the pace of a race the better little "Pinky's" chances are. Johnson had shown that he was not to be sneered at, for had he not beaten Sanger out in the mile-handicap yesterday, although the judges decided otherwise. The Minneapolis boy certainly had a claim on the race. Then Bald was in fine fettle, while Ray MacDonald, his running mate, showed rare form yesterday, winning two of his races with ridiculous ease. Titus did not ride in any of the races, saving himself for the hour record.

Titus was disqualified for the day yesterday by Chairman Raymond for fouling MacDonald in the half-mile handicap, and for using improper language. He rode in the unpaced mile under protest while Raymond was considering his case. It was decided against him and he loses a \$50 diamond.

At 2 o'clock, the men came out for practice and as each favorite appeared he was cheered. Tyler was still a favorite despite his miserable showing yesterday. Bliss, Bald, and Sanger were also well received. Fully eight thousand people filled the grand stand when the first race the one-mile 2:30, class, Class A, was called. Fourteen of the lesser lights lined up, with Olmstead first in as pacemaker to pull the men under 2:40. The race was uneventful until near the last quarter when the pacemaker attempted to drop out causing Wettergreen to fall. F. H. Allen, the local light, won the event in excellent style in 2:17 $\frac{1}{2}$ . He was, however, disqualified for the day for causing a fall in the race and the event was given to Robinson.

#### Bald Robbed of a Race.

There was a great array of talent in the half-mile open, Class B. Johnson, Tyler, Sanger, MacDonald, Cabanne, Bald, Githens, and Taxis mounted for the event and "Billy" Murphy started to do donkey work. This race was productive of one of the finest finishes of the meet. At the start Johnson waited for Sanger, but the big fellow got off so slowly that the field was fifteen yards to the good before the two cracks had gotten fairly under way. Pacemaker Murphy did not wait for them and the crowd saw the sad spectacle of the two cracks being left at the post. Seeing that they were out of it they rode around leisurely. At the quarter Tyler came up from the rear closely followed by Taxis. He led coming into the stretch and it looked as if it was all over but the shouting, but within fifteen yards of the tape a lithe figure came up on the inside, and, fighting like a demon, nipped the Springfield boy almost at the tape by a good half length. The finish was so exciting that the judges doubtless failed to see Bald, for they announced that Tyler had won. Then the indignant spectators raised up in their wrath and hissed and yelled, "Bald, Bald." But all their howls failed to change the decision of the judges, and Bald was robbed of one of the finest races he has ever ridden, and he immediately entered a protest. Cabanne was third, Taxis fourth, and Githens fifth. Time, 1:02 $\frac{1}{2}$ .

The one-mile, Class A, handicap was productive of a series of falls. On the last time around the men were divided into two bunches. At the quarter, three men in the leading bunch went down and two of the men in the rear of the bunch also tumbled before they could get out of the way. The scratch men were on them and Davidson, scratch, and one or two others could not escape the debris and went down. Sims, the other scratch man, was luckier and got through. By this time but six men out of a field of eighteen were left and the finish was tame. Sims slid into third place tying his time of yesterday of 2:10 $\frac{1}{2}$ . The race was won by George N. Adams, the Florida crack, from 150 yards in 2:07 $\frac{1}{2}$ .

None of the stars were in the half mile, 1:05 Class. Ray MacDonald was the prime favorite and the little man justified the confidence placed in him by winning the race in 1:04, by yards from Taylor, who was a wheel to the good of McDuffie who nipped Lumsden at the tape for third. The speed the little fellow is showing is wonderful.

#### Brother Charl Gets a Record.

Before the big race Charley Murphy went for the Class B two-mile record of 4:15 $\frac{1}{2}$  held by Tyler. He got it and also lowered Nat Butler's world's record of 4:07 $\frac{1}{2}$ ; Murphy was paced by MacDonald and W. F. Murphy, and Goehler and Callahan on tandems. The first mile was reeled off in 1:59 $\frac{1}{2}$  and the two miles in 4:06 $\frac{1}{2}$ , a cut of 1 $\frac{1}{2}$  seconds. The intermediate times were quarter, :26 $\frac{1}{2}$ ; half, :56 $\frac{1}{2}$ ; three-quarters, 1:27 $\frac{1}{2}$ ; mile, 1:59 $\frac{1}{2}$ ; mile and one quarter, 2:31 $\frac{1}{2}$ ; mile and one half, 3:03 $\frac{3}{4}$ ; mile and three-quarters, 3:34 $\frac{1}{2}$ ; two miles, 4:06 $\frac{1}{2}$ . He rode a Stearns fitted with the new Dunlop racing tires.

To do justice to the "big race" is almost impossible. It was a race from start to finish and those who were lucky enough to be at Springfield will be able to talk of it for years. A new star has come to the front and E. C.



Bald can now be safely placed on the pedestal with Zimmerman, Sanger Tyler, and Bliss, for he was the lucky winner of the biggest race of the year, one that far surpasses the national championship at Denver. To add to his laurels, he got the world's record, cutting the record from 2:10 $\frac{1}{2}$  to 2:05 $\frac{1}{2}$ .

#### The Big Race.

When the men lined up for the international mile one familiar form was missing, that of Harry Tyler, who stood sadly at one side of the track and watched his fellow-cracks line up for the great event. Johnson had the pole. He had on a new white suit with a huge red S on his shirt. Next to him was Sanger who wore a confident look on his sunburnt face. Taylor was third, next to him was Eddie Bald. Brown, Coleman and Warren were the next three men. Bliss was next to last, evidently very nervous and Taxis was on the end. For the first time in the history of racing a tandem was put in to pace. The Springfield officials being determined to get a record. Lumsden and Githens, the crack Rambler tandem team, was on the thirty-five yard mark with instructions to get under record. Of course there was a great scramble to get on to the rear of the tandem. Bald was the successful one and he hung on like grim death. Bliss was right behind him almost touching Bald's rear wheel. Cabanne was third with Johnson on his rear. Sanger was behind Johnson, while the others were strung out. This order was maintained for three-quarters of a mile. At the quarter Sanger came up from fifth place with a rush. He went by Johnson, Cabanne, Bliss, Bald, and finally the tandem. Rounding into the stretch he was a good two lengths ahead. Bald and Bliss were in pursuit. But their pace seemed vain and who would be so bold as to overtake the big fellow when he was going for home with a lead of two lengths, Bald, the star of the Columbia team, was one and Bliss, the Rambler crack, another. Inch by inch they cut down the lead. Grim Sanger never let up but put all the strength of those massive limbs on his pedals. But that wobbling front wheel of Bald crept closer and closer, and thirty yards from home he had caught the big fellow and passed him. He dashed across the tape winner of the biggest race of the year by a good five yards. Sanger was second, about a length ahead of Bliss, who was nearly nipped at the tape by Cabanne. Johnson was fifth, and George Taylor sixth. The reception given Bald beggars description. The time was 2:05 $\frac{1}{2}$ , world's record. The intermediate times were: Quarter, :35; half, 1:05 $\frac{1}{2}$ ; three-quarters, 1:36 $\frac{1}{2}$ ; mile, 2:05 $\frac{1}{2}$ . His win was a popular one, coming as it did after the unjust decision which robbed him of the race given to Tyler.

#### Other Good Races.

The two-mile, Class A, handicap was rather tame. The leaders were caught on the third round and in the sprint home Fred L. Knapp, scratch, beat out Wettergreen.

Tyler and Cabanne were on scratch in the half-mile handicap, Bald being content to rest on his laurels. A fine field was stretched out in front of them. For the second time this year Arthur Lumsden, the old Chicago favorite, crossed the tape a winner; Githens, another Chicagoan, was right behind him, with E. A. McDuffie third. Tyler sat up in the homestretch when he saw that he could not win. Cabanne finished in 1:01.

The one-mile, 2:20 class, Class A, was a sort of a fluke win for F. H. Allen, coming down the homestretch. George C. Smith wobbled so that he interfered with Wettergreen and one or two other good men and before they could recover themselves Allen had come up on the pole and won by six inches.

The one-mile, Class B, handicap was the last race on the programme. Every one came out for this with the exception of Bliss; Sanger, Tyler, and Cabanne were on scratch and it devolved on Tyler to pull the others up to the bunch. At the last quarter they had the leaders. In the rush for home Sanger won easily, with Cabanne on his rear wheel. Coulter was third while Tyler was fourth.

#### Summaries:

One-mile, 2:30 class, Class A.—Hugh Robinson, first; E. W. Heyer, second. Time, 2:17 $\frac{1}{2}$ .

Half-mile open, Class B.—H. C. Tyler, first; E. C. Bald, second; L. D. Cabanne, third. Time, 1:02 $\frac{1}{2}$ .

One-mile handicap, Class A.—G. N. Adams, 150 yards, first; J. W. Casey, 120 yards, second; W. F. Sims, scratch, third. Time, 2:07 $\frac{1}{2}$ . Scratch man's time, 2:10 $\frac{1}{2}$ .

Half-mile, 1:05 class, Class B.—Ray MacDonald, first; G. H. Taylor, second; E. A. McDuffie, third. Time, 1:04.

One-mile international record.—E. C. Bald, first; W. C. Sanger, second; J. P. Bliss, third; L. D. Cabanne, fourth; J. S. Johnson, fifth; G. H. Taylor, sixth. Time, 2:05 $\frac{1}{2}$ .

Two-mile handicap, Class A.—F. L. Knapp, scratch, first; J. C. Wettergreen, 50 yards, second; Monte Scott, 10 yards, third. Time, 4:37.

Half-mile handicap, Class B.—A. E. Lumsden, 30 yards, first; H. A. Githens, 20 yards, second; E. A. McDuffie, 20 yards, third. Time, 1:00 $\frac{1}{2}$ .

One-mile, 2:20 class, Class A.—F. H. Allen, first; J. C. Wettergreen, second; W. M. Pettigrew, third. Time, 2:14 $\frac{1}{2}$ .

One-mile handicap, Class B.—W. C. Sanger, scratch, first; L. D. Cabanne, scratch, second; C. R. Coulter, 40 yards, third. Time, 2:14 $\frac{1}{2}$ .

#### Battles With Father Time.

After the races the men went for records. The first was the unpaced Class A competition, which B. W. Pierce won in 2:16 $\frac{1}{2}$ . Then Johnny Johnson went for Titus' new five-mile record of 10:51 $\frac{1}{2}$ . He was well paced by tandems until the last mile when Callahan and Cutler made a poor pick-up, running away from him, making the record-breaker ride an eighth by him, self. Still Johnny cut the record considerably, doing 10:48 $\frac{1}{2}$ . His times by miles were: one mile, 2:07; two miles, 4:15 $\frac{1}{2}$ ; three miles 6:26 $\frac{1}{2}$  four miles, 8:35 $\frac{1}{2}$ ; five miles, 10:48 $\frac{1}{2}$ .

Charley Murphy did not keep his two-mile standing start record long, for Nat Butler who formerly held it was after it. Smartly paced by tandems he did 4:04 $\frac{1}{2}$  for the two miles. His intermediate times were: Quarter, :29 $\frac{1}{2}$ ; half, 1:00; three quarters, 1:29 $\frac{1}{2}$ ; one mile, 2:00; mile and one quarter, 2:30 $\frac{1}{2}$ ; mile and one half, 3:01 $\frac{1}{2}$ ; mile and three quarters, 3:32 $\frac{1}{2}$ ; two miles, 4:04 $\frac{1}{2}$ . After that Dr. Brown tried for Johnny Johnson's flying third of :39 $\frac{1}{2}$ , but only did :41.

#### Titus Gets the Hour Record.

Fred J. Titus, the star of the Spalding team, then came out for his attempt on the hour record. All summer he has been waiting for this opportunity and he was in the pink of condition. The weather was perfect and every one predicted that he would get it. The pacing was better today than when Murphy went for it, and at two miles Titus had equaled Meintjes figures. But he took it easy and did not catch up again until seven miles. From this time on he commenced to change the record table. The farther he went the faster he was. The twenty-second mile he did in 2:05, and was still riding strong. The excitement at this point was intense with four more miles to go, he piled on more force and he landed the record easily, riding 26 miles 1,489 yards in the hour. At the finish the crowd surged on the track and would hardly let Titus go to his dressing-room. His time by miles was as follows:

MILES.	TITUS.	MEINTJES.	MURPHY.	MILES.	TITUS.	MEINTJES.	MURPHY.
1	2:21 $\frac{1}{2}$	2:22 $\frac{1}{2}$	2:14 $\frac{1}{2}$	13	*31:50	32:19	33:05 $\frac{1}{2}$
2	4:41 $\frac{1}{2}$	4:41 $\frac{1}{2}$	4:36	14	*34:10	34:37	35:29 $\frac{1}{2}$
3	6:55 $\frac{1}{2}$	6:57 $\frac{1}{2}$	6:51	15	*36:19	36:54	38:03
4	9:17	9:12 $\frac{1}{2}$	9:15	16	*38:31	39:11	40:30
5	11:29	11:27 $\frac{1}{2}$	11:34 $\frac{1}{2}$	17	*40:43 $\frac{1}{2}$	41:31 $\frac{1}{2}$	42:55
6	13:46	13:43 $\frac{1}{2}$	13:52	18	*42:56 $\frac{1}{2}$	43:50 $\frac{1}{2}$	45:24 $\frac{1}{2}$
7	*15:57	16:05 $\frac{1}{2}$	16:13	19	*45:08 $\frac{1}{2}$	46:07	47:44 $\frac{1}{2}$
8	*18:15	18:26 $\frac{1}{2}$	18:36 $\frac{1}{2}$	20	*47:21 $\frac{1}{2}$	48:27	50:08
9	*20:27	20:46 $\frac{1}{2}$	21:02	21	*49:26 $\frac{1}{2}$	50:46 $\frac{1}{2}$	52:30 $\frac{1}{2}$
10	*22:45	23:04 $\frac{1}{2}$	23:26	22	*51:38	53:01 $\frac{1}{2}$	55:04
11	*24:59	25:26	25:50 $\frac{1}{2}$	23	*53:54	55:22 $\frac{1}{2}$	57:32 $\frac{1}{2}$
12	*27:18	27:43 $\frac{1}{2}$	28:11	24	*56:04 $\frac{1}{2}$	57:40 $\frac{1}{2}$	60:00
13	*29:33 $\frac{1}{2}$	30:03 $\frac{1}{2}$	30:37 $\frac{1}{2}$	25	58:15	59:52 $\frac{1}{2}$	

\*Indicates record.

#### Resume of the Meet.

If it remains for Springfield to decide who gets Jimmy's place then E. C. Bald has fully qualified to fill the shoes of the great ex-amateur champion, for did he not win the international mile which is supposed to decide the real champion of the year? This year's meet has been one of the finest in the history of the great Springfield Bicycle Club. The usual fine weather prevailed, although it was windy on Tuesday when the trial heats were run. On the other two days hardly a breath of air stirred. Thanks to Sandy Sinclair, the track was as smooth as a piece of marble. Every run was fiercely contested and the times were all fast. Several records were broken and the question of the year was finally decided to the satisfaction of all. It was said that Sanger and Bliss were not in the best of condition, but the way these men rode proved that it was not so. The hot pace was all in favor of Bliss and Sanger, but Bald was too much for them. It is doubtful if Tyler would have cut much of a figure, for he showed very poor form in all of his races in his home city. Bliss certainly rode well, as did Sanger, Ray MacDonald, Cabanne, and Dr. Brown. The winnings of the various B men were as follows:

	FIRST.	SECOND	THIRD.	VALUE.
Bald.....	1	1	0	\$85
Sanger.....	3	1	1	745
MacDonald.....	3	0	0	295
Bliss.....	1	1	1	265
Titus.....	0	1	0	125
Tyler.....	1	1	0	275
Brown.....	1	0	0	100
J. S. Johnson.....	0	1	0	75
Warren.....	0	1	0	65
Cabanne.....	0	0	2	95
Cooper.....	0	0	1	45
Taylor.....	0	0	1	45
Lumsden.....	1	0	0	125
Githens.....	0	1	0	65

#### STATE FAIR RACE MEETING.

It will be to the interest of all readers to visit the state capitol on Saturday, September 29. The Illinois State Board of Agriculture have set aside one day for bicycle racing—there will be prizes for three B and seven A events—principally diamonds amounting to \$1,000 in value. Reduced rates on all roads can be obtained on account of the state fair. The Capitol City Cycling Club have control of the racing and will provide entertainment for visitors. Pacemakers will be used in some races and as the track is one mile clay surface, it will be no trouble to break state if not national records. In '92 there were four world's records broken on this track at the state meet. Better go and have a time, Springfield ain't so slow. Send to J. P. Fogarty for entry blanks.

We have heard of a baptism cycle procession, but a marriage procession was lately seen on the Avenue de la Grand Armee, Paris. The bride leading the procession, wore a costume entirely in white, from the shoes to the cap; wide bloomers, and waist with wide revers and sleeves; laces, ribbons, and orange flowers completed the costume. The bride was graceful and handsome. The husband, dressed in a dark suit, was surrounded with boys and girls as a guard of honor, who were dressed in appropriate costumes. The cyclists were followed by carriages containing the relatives and invited guests.



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GEO. K. BARRETT, EDITOR.

### THE SAME FAIR TREATMENT.

If you want to read the news of the cycling world, you will always find it in "The Bearings." Every happening is reported fairly and without prejudice to any one. A non-advertiser or non-subscriber gets the same fair treatment as an advertiser or subscriber.—LOUISVILLE SUNDAY STAR.

### CASH PRIZE RACING.

And so their is prospect of our having cash prize racing! We thought so. It was only a matter of time. We had one cash prize league and it is dead and buried. Now we are to have another. Whether it will last longer than its predecessor is a matter for speculation. We trust that it may. When the now defunct National Cycling Association was first announced the croakers maintained that it would be impossible to have divisible prizes and honest racing at the same time. We believed that it was possible and we were right. During all the vicissitudes through which the N. C. A. passed there was never an accusation breathed against the honesty of the men who rode under its colors. Whatever the association failed to do for its backers and the riders who pinned their faith to it, it did demonstrate to the public that professionals need not, from the very fact of being professionals, be knaves. It is too early in the game to know the full particulars of the proposed successor of the N. C. A., but with the benefit of experience gained with that body the promoters of the new association should at least make a better showing than did the old one. It may meet failure—probably will, unless it has some yet unexploited scheme to draw money to its coffers. Still, when it dies, if die it does, we will be another step nearer the inevitable time when permanent cash prize racing will be established. Level heads will be required to make the success of the scheme that its projectors anticipate, and plethoric purses. With these it will have a fighting chance. We trust it will win.

### POOR PROGNOSTICATIONS.

We know that it is neither meet nor becoming to stand in the public highways and return thanks that we are not as other men are. But in this particular case we can not refrain from patting ourselves on the back, just a little, where the wide world can see us do the act. It is, at best, a thankless task to pose as a prophet but to pose as a prophet and turn out to be a false prophet, is, indeed a sore calamity. The editor of *The Wheel* evidently does not view these matters in the same light that we do—or else he thought that he had inside information from the god of the speed merchants that the latter was going to lavish his favors on one favored worshiper. If so it is only another case of a good thing gone wrong. This is what the editor had to say last week, about Tyler and the Springfield meet:

We all remember how Rowe retired Hendee; how Zimmerman retired Windle. This year it seems all Tyler. The only men who can dispute his supremacy are Sanger, Johnson and Titus, and these seem to have but little chance. Altogether, Springfield will give us Tyler as the best man of 1894.

Whash zat? Did we hear aright? Or, perhaps, the editor was only joking. If he was we know seven or 'leven people who thought that he was in dead earnest. He has mistaken his calling. He should retire from the cycling journalism and devote his matchless intellect to the running horses. He would certainly qualify, unlike Tyler, for an editorial position on "Jack's Tips on the Races." The only men who can dispute Tyler's supremacy are

Sanger, Johnson, and Titus, and they have little chance, hey? Well we don't think.

No, this prophet business is not what it is cracked up to be.

### NO CHAMPION YET.

The racing season is over and we have no champion. Do not for an instant, gentle reader,—if you be gentle—think that we are not aware of the fact that there will be racing for a month or more to come, or the fact that certain races denominated championships were run and won at Denver. We are perfectly well acquainted with the fact, but we are still prepared to stand by our remarks. A champion in the eyes of the public is not the man who merely wins a race that is labeled championship, but one who wins often and well, one, who like the pugilist that holds championship honors, stands prepared to defend his title against all comers. Such a champion we had in Hendee, years ago. Such a one we had in Windle, and such a one in Zimmerman. Since the Jersey boy forsook the gods of his native heath we have had no popular champion. There have been several riders of sterling worth who have been heralded as such, Sanger, Bliss, Johnson, Tyler, Titus. Still not one of them has been able to stand the crucial test. Ziegler, the San Jose demon, looked all over a champion at Denver, but he spoiled the spell by going to Pueblo and defeat. An active season's campaign full of victories is all that can earn the proud position of popular champion. Such a campaign will win it, if the rider never saw a championship.

Yes, Springfield is over, and with it the racing season. There will be other races but none in which the great public will take the interest that it did in the meets of the past, Waltham, Chicago, Denver, Asbury Park. The season is gone and we have no champion.

### THE MARYLAND B. C. AND THE L. A. W.

We take great pleasure in publishing a special notice received from Mr. Raymond in relation to the alleged trouble between the Maryland B. C. Club and the L. A. W. Mr. Raymond writes:

Noting the many misleading items regarding alleged ill feeling on the part of the Maryland Bicycle Club toward the L. A. W., arising through the act of excluding all save track officials from track privileges, I obtained the consent of Mr. Clark, the manager, to make public a letter which I recently received, and which briefly and satisfactorily answers and sets at rest any such rumors.

DEAR MR. RAYMOND: What a lot of trouble you have had with the Maryland Bicycle Club and Maryland division affairs, indirectly always. Do not let any reports of difficulties here annoy you. Several years of constant and solid, not 75 per cent, allegiance to the L. A. W. on the part of the Maryland Bicycle Club, precludes any antagonism to its proper laws, or the constitutional acts of its committees.

The Maryland Bicycle Club is not throwing down the gauntlet to any person or body, and the published statement of its alleged intentions are as much a surprise to its members as they must be to you.

As an evidence of the esteem in which the club holds your uniformly wise rulings, I have much pleasure in extending you an invitation to referee our races, and trust that I may receive a favorable reply by wire tomorrow. I hope that at the committee meeting tomorrow night I may communicate your acceptance of this important post.

Faternally yours,

BALTIMORE, MD., Sept. 5.

S. T. CLARK, Manager.

I have accepted this invitation.—H. E. RAYMOND.

### PROFESSIONAL SUCCESS IN ENGLAND.

It was a hazardous undertaking to organize a series of professional races in a country like England, where they are such sticklers for pure amateurism in cycling sport. Fortunately for the promoters these races were crowned with success. This proves clearly that the English people care little whether the races are amateur or professional if they furnish good sport. If the English have insisted that their cycling sport be exempt from all professionalism, it is because they believed, after fifteen years' experience, that the sport could not live under a management where the racers might be corrupted by the desire for gain.

During the recent professional races, they have seen that professionals were as honest as amateurs and that the races were much more interesting and even sensational. So they have warmly welcomed these men, who have cast into the shade the amateur racers of Glasgow, Birmingham, and London, and even those who have always insisted that cycling should be confined to amateurs, have ended by comprehending that professional racing is very interesting, provided it always furnishes meetings like the recent ones. Because of these tournaments Great Britain professionalism has taken a great step in advance. It is too much to hope that it will take the lead there, but it is certain that it will have a great influence on the manner in which the public will regard cycling sport in the future.—*La Revue des Sports*.

### Road Race at Portage.

PORTAGE, WIS., Sept. 12.—Ross Kellogg, with a 3-minute handicap, captured the time prize in the five-mile race held here today. Frank Lee was first.



## ASPIRANTS FOR LONG-DISTANCE HONORS.

**Murphy, C. H. Ferris, and A. A. Hansen Are in the Field, Either Openly or Supposedly, for Attempts on the Record.**

SPRINGFIELD, MASS., Sept. 11.—Sunday last at Springfield, William F. Murphy rode twenty-four and one-half miles in the hour. For seven and one-half miles of the distance he rode unpaced. Murphy's performance was meritorious in all senses of the word. The tip is given out on the quiet that the veteran racing man has the 24-hour bee in his bonnet and that Sunday's ride was in the way of a trial trip. On the quiet, pacemakers are being arranged and the attempt is to be made shortly after Springfield. Murphy will hold out and his ride for American long-distance honors should be most successful on such a track and with the pacemaking that can be secured in and around Springfield and historic Springfield's track. No other course in the world but Waltham is equal to Hampden Park. Waltham has the advantage of electric lighting which Springfield has not.

But Murphy is not to have a clean sweep for the record. C. H. Ferris, the Utica rider, is now in training and after two months' work will also go for the record. Ferris once attacked the record, which is now 374 miles 1,600 yards, held by Spooner, succeeding in doing 350 miles under rather adverse circumstances. Another

### Aspirant for Long-Distance Honors

is A. A. Hansen, of St. Paul, whose recent ride of nearly a mile more than Spooner can not be accepted by the Racing Board. Hansen was unfortunate in having a corps of officials who did not know enough of the rules to realize that they could not spend the night at home in their little beds while one only scored and one timed. Hansen is a strong rider, capable, under favorable conditions, of a great ride.

America has no Shorland for the only reason that long-distance racing

mile in competition and unpaced, also for some of the Class A state records. As the Wausau track is about three seconds faster than the track at Ripon the records will no doubt be smashed. The racing men are riding well, and are all confident of making a good showing.

Active preparations are being made at Marshfield also for their meet on September 18. Almost all of the Class A crack riders in Wisconsin are already entered and the racing board has the track in first-class shape. Ample provision has been made to entertain the riders and visitors in royal manner.

The racing board of the Wausau Wheelmen is making most active preparations for the road race from Wausau to Kelley's and return to be held about the 25th of this month. About twelve prizes head the list and the first prize and first time prize will be quite valuable.

### Spirited Racing at St. John.

ST. JOHN, MICH., Sept. 6.—The fourth biennial meet of the St. John's Wheelmen, held in this city yesterday, was a very successful one from every standpoint. The attendance was large, the racing spirited, and the track in good condition—the racing men pronouncing it one of the best surfaces they had ever ridden over. The officials were highly commended for their good management of the meet, and the privilege of the inclosure and track was allowed to no one except the proper officials. All events were Class A.

#### Summaries:

One-mile novice.—C. M. Harris, first; John H. Robson, second. Time, 3:04½.  
Quarter-mile open. First heat.—A. L. Morris, first; Leonhart, second. Time, :37½.  
Second heat.—F. A. Schultz, first; H. R. Morris, second. Time, :36½.  
Final.—A. L. Morris, first; A. L. Leonhart, second. Time, :36.  
One-mile handicap.—A. L. Morris, 50 yards, first; Chas. L. Greenwood, 50 yards, second. Time, 2:24½.  
Half-mile dash.—A. L. Morris, first; E. E. Bush, second. Time, 1:15½.



and the men capable of taking part in such contests have not been developed. There never has been a 24-hour race in this country, and the world's record has been held by Americans but twice, the two combined holding it for less than a month. Frank Waller held it eleven days and F. Ed Spooner the same time. Could some large concern like the Cuca Coco Co. be induced to offer a similar trophy, a dozen or more entries might be easily secured, a good race result, and may be the world's record would fall. America has the tracks and the men capable of handling such a race to perfection. It only needs to be proven that America leads the world in short-distance work. America should lead in everything cycling. There are steps now being taken for the building up of this branch of the sport.

### RACING AT JOLIET.

JOLIET, ILL., Sept. 12.—The bicycle races held here today at the Will County fair grounds resulted as follows:

One-mile novice.—Castle, first; White, second; Stephens, third. Time, 3:27.

Quarter-mile open.—J. Young, first; King, second; W. H. Young, third. Time, :37¼.

Two-mile handicap.—Stevens, first; Hamlin, second; Young, third. Time, 5:35.

#### Late News From Wausau.

WAUSAU, WIS., Sept. 10.—Dr. L. M. Willard, of the Wausau Wheelmen, today broke the road record from Merrill to Wausau. He rode in 1:19. The former record was 1:30, held by W. D. Vandacar, of Merrill.

An effort is being made to bring the Wisconsin champion, Louis Reed, of Ripon, and the Minnesota champion, B. B. Bird, of Minneapolis, together in the open races at Wausau on the 15th and Marshfield, Wis., on the 18th. Wausau meet offers special prizes for both the track record and the fastest

Two-mile handicap.—Percy Patterson, 40 yards, first; B. E. Kellerman, 150 yards, second. Time, 4:56½.

One-mile open.—A. L. Morris, first; E. E. Bush, second. Time, 2:43.

Quarter-mile boys' race handicap.—R. Crick, 50 yards, first; J. Chick, scratch, second. Time of scratch rider, :51; said to be record time for boys under twelve years.

### CHICAGOANS WIN AT BELVIDERE.

BELVIDERE, ILL., Sept. 12.—The races held here today under the auspices of the Belvidere Cycling Club attracted a crowd of 2,500. Although the track was heavy fair time was made. Keator of Chicago won the mile handicap, Class B.

#### Summaries:

One-mile novice.—Kenyon, first; Butron, second; Moore, third. Time, 2:43½.  
Half-mile handicap, Class A.—Dunro, 65 yards, first; Dubrock, 70 yards, second; Gould, 55 yards, third. Time, 1:08½.

One-mile open, Class A.—Armstrong, first; Downing, second; Allen, third. Time, 2:45½.  
One-mile handicap, Class B.—Keator, 105 yards, first; Levy, 10 yards, second; Steele, scratch, third. Time, 2:33½.

Two-mile handicap, Class A.—Kenyon, 170 yards, first; Earle, 200 yards, second; Swanson, 110 yards, third. Time, 5:58½.

Five-mile handicap, Class A.—Earle, 500 yards, first; Kenyon, 225 yards, seconds; Dunro, 650 yards, third. Time, 13:25.

### YOUNG SANGER AT MENOMINEE.

MENOMINEE, MICH., Sept. 12.—W. F. Sanger, of Milwaukee, broke the track record for a half mile at the fair grounds today, making the distance in 1:11¼. Sanger and Warren also cracked the state mark for a tandem half-mile, doing 1:14½. Chase and Sanborn, of Marinette, afterward tied this record.

### A CENTURY RECORD.

TORONTO, ONT., Sept. 12.—In the face of a cold raw wind, F. F. Radway, of London, lowered the American century record by over thirty minutes. His time was 5:01:10½.





"Jeanette Sturtevant" is the *nom de plume* of some person who writes for the *Evening Post* of this town on the subject of bloomers for "lady wheelmen." Jeanette says that she thinks bloomers are "immodest," whatever she means by that and that no real lady will wear them.

Of course this is the sheerest rot. I do not know who Jeanette is. That is to say I do not know her age, training, education, family associations, social standing, or just how much sense she has in her small head. She may be a female circus rider for all I know to the contrary. But one thing I do know, and that is that Jeanette (who ever she is) should be living in the last century instead of this. There is one thing she is not and that is *fin de siècle*, as Zimmerman would say.

Bloomers for ladies, innovations of all kinds in all sorts of fashions and customs, reversions to old forms and a wild grasping out after new, odd, extravagant, and strange ways are always the mark of the close of any century, or definite division of time in all ages everywhere.

Do you realize, dear reader, that this is the year 1894 and that only six years divide us from *another* century? That after that all our stationery will have to be changed and that we will be compelled to write "1900" on our letters? As the century draws to a close things go with a rush. Revolutions come, governments change, the old order plunges headlong to its end and the new order cometh up through it like the pictures one sees in magic lantern exhibitions or dissolving views called "Fata Morgana" and various other names.

So it is with us now. We are rushing precipitously toward the new century and our fashions and motives rush with us. The bicycle is an end of the century product. The *real* bicycle, that is, the highly finished, light, and airy pneumatic. Society is crazy about it and is riding away for dear life. The fashionable world is "dotty" about it. Some men are for wearing silk knickerbockers all the time. Europe is on the edge of war (or so say the dispatches). The kinetograph of Mr. Edison is a fact. Bliss rides a mile in 1:52. Barbers choke their victims with hot towels. Labor has a revolution. New political parties spring up. The whole world is either dead tired or clean crazy.

And why?

Why, for no reason in the world but because we are at the end of the century.

At the close of the last century we had American independence, French revolution, Napoleon Bonaparte, discovery of steam and electricity, old-style type abandoned, and fourteen new creeds invented. And now, among other things we have the bloomer suit for ladies.

I am not disposed to be either facetious or hypercritical but I will wager dollars to little apples that my friend Jeanette is a sour old maid, with eighteenth century side curls, who would scream if a real man with a tickling mustache were to look crooked at her. Do not understand that I mean that the girls who wear bloomers are crazy. The most sensible thing done at the end of the last century was the abandonment of old style type and the change in the fantastic headgear of men. And certainly one of the most sensible reforms I can see in this hurly-burly of *fin de siècle* whirl and swirl is the adoption of the Turkish dress for women. Skirts, like stovepipe hats, were a grand mistake in the first place. The tendency has been right along for the past ten years toward a skirt that grows smaller and smaller. The lady cyclists were the first to make the step across the line and take up the trousers. The divided skirt, so called, of Annie Jenness Miller, was the entering wedge.

We may all live to see the bloomer, so called, in general use among women all over the civilized world. If Jeanette is not already too old, she may yet survey her scrawny form in her long mirror beautified and made symmetrical by the graceful and indolent hang of the bloomer—in silk, satin, or calico.

In my peregrinations about town I have seen three or four very pretty and plump young misses in short bloomers clasped just at the knee below which were shapely calves encased in snug, warm, woolen stockings. These young women are just so far ahead of the time. It is the ideal dress for the woman. Once let a few of them adopt it and Hotchkiss guns can not estop all other women from wearing it too. Hence let me say to Jeanette Sturtevant, once for all:

"Jeanette you are not in it. Pull yourself up a quarter of a century and get into line!"

## One Level Headed Army Man.

Lieutenant O'Brien of Company A, Fifth Infantry, United States Army, is a firm friend of the cycle, an equipment for war. The lieutenant, of course, is a West Point man, and is thoroughly skilled in the science of war, so far as a theoretical knowledge of that same goes. He is a young man, and has not been through any extensive fighting beyond a few brushes with the red man out west, but that does not cut much ice, as the saying goes. The fact that he is a young man would go far toward prepossessing a great people in his favor. The bicycle is a young invention so far as its application to the army and war is concerned. The lieutenant says he believes that every regiment in the army should have a fully equipped and thoroughly drilled cycling corps, and that the army thus provided, other things being equal, will stand five points to three in favor of better service and more decisive and quick results.

Lieutenant O'Brien is a son of ex-Mayor O'Brien, of Boston. He is an expert cyclist himself, and does much riding near his post at Ft. Leavenworth, Kas. Why shouldn't he be an enthusiast in cycling for the army?

## San Jose Road Club's Accent.

It was a jolly crowd that greeted Ziegler when he arrived at San Jose. It would seem, however, according to the reports, that most of them were afflicted with an accent that belongs to the coney man of the east end of London, or to Jeems, the butler. Their welcoming cry was this:

*Ziegler! Ziegler!  
Cycling star!  
San Jose Road Club  
Zip,—Boom—ah!*

By this reading they would naturally say "Ahr," for "ah" that it might rhyme with "star." This addition of the "r" to words ending in vowels is a peculiarity of the low English and, oddly enough, of some rather well-to-do Americans, many of whom come from

"Ohier" and "Indianer."

In Thackeray's "Yellow Plush Papers" he has a little "pome" by "'Andsome Jeems," in which this stanza, not unlike our Californian rhyme, occurs:

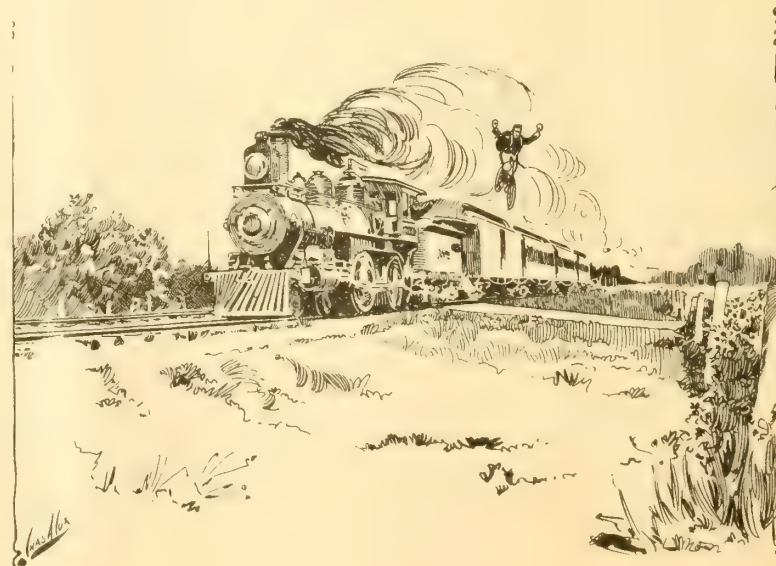
*There is a little, little star  
That still above me beams;  
It is the star of 'ope but ahr!  
Wilt thou remember Jeems?*

I have observed this unpleasant dialect among numerous down-east Yankees too. Even the great journalist Sam Foss of the *Yankee Blade* makes "Malucca" rhyme with "succor," "Alaska" with "Madagascar" and many more of the same sort which only goes to show that Sam is not polished. Unlike Thackeray's it is *his* rhyme and not "Jeems."

I am grieved to see that San Jose's road club is so far behind the date in this little question of English. They are almost as bad as "Potter Parmer."

## "Practical Advertising" on the Wane.

Has the art of "practical advertising" in the cycle trade gone to the demnition bow-wows? It is now more than a month ago since a young cyclist was struck by a train as he was crossing the Northwestern tracks. He and his wheel were sent up forty feet into the air and he and the wheel came down together wheels first, the cyclist still sitting in the saddle! He did not ride away unhurt for he was injured internally but the wheel never



budged—it was sound as the day it left the factory. I have watched patiently for that wheel in the windows downtown with the proper inscription under it, but have not yet seen it. Can it be that the maker or agent is overlooking the fine opportunity he had here for an "ad"? Or is it only the custom to display wheels that have been in accidents when they are mashed out of all recognizable shape?



**Least Money.**

**Best Value.**

Wheelmen are fast learning that in spite of all the adverse criticisms advanced by our competitors, we are living up to our word by giving them the best bicycles on the American market, notwithstanding the fact that our prices are from 25 to 40 per cent below all other makes of high-grade machines.

## WAVERLEY WINS

In the LOUISVILLE ROAD RACE last Saturday, the Waverley won both first and second places, in spite of the fact that one maker had 40 men mounted on his wheels with the expectation of scooping every prize.

In CHATTANOOGA, TENN., at the Race Meet of the Chattanooga Cycle Club, the Waverley won EIGHT FIRST and SECOND PRIZES out of a possible fourteen.

Why pay more than \$85.00 for a wheel when you can buy a Waverley, the best wheel built, at that price?  
Catalogue free.

**INDIANA BICYCLE Co.,**

INDIANAPOLIS, IND., U. S. A.

GEO. E. LLOYD & CO., Exclusive Agents for Chicago.  
Three stores—Cor. Canal and Jackson Sts., 593 W. Madison St., 297 Wabash Ave.

MENTION THE BEARINGS



## GOSSIP FROM GOTHAM.

The New York "World" "Goes Back" on Cycling—Knowles' Century Rides—The Chief Consulship.

NEW YORK, N. Y., Sept. 10.—The New York *World*, which started in, last spring with all kinds of promises as to the support it was going to render cycling, seems to have changed its tactics, judging from the recent attempts made to ridicule it. It can easily be explained, however, and is as follows: At the beginning of the year Chauncey S. S. Miller held the position of sporting editor on the paper, and under his supervision the *World* flourished, from a cycling point of view. Mr. Miller realized the huge dimensions that the sport had assumed and with an eye to business, as well as giving the readers of his page a fair and concise report of all current events in the wheeling world, he employed a competent man to look after that department. Things prospered and on all sides the paper was complimented on its up-to-dateness, in recognizing the wants of the general public, and satisfying the same. Advertisements began to come in and at one time the *World* bade fair to rival the New York *Recorder*, which journal is the leading advertising daily for bicycle dealers and manufacturers in this city.

Suddenly, however, there came a change. Proprietor Pulitzer cabled from Paris to make certain changes, and in the general beheading which followed, the best sporting editor the *World* ever had since the days of P. Jay Donahue was let go. In his place the horse-racing man of the paper, one Col. "Joe" Eakins, was appointed and during his reign the cycling part of the paper has gone to the dogs. Chauncey Miller would never have allowed this

### Crusade Against Women Who Ride.

First, because as a gentleman his manly principle would have rebelled against it, and secondly, because with such a so-called "feature" the dealers would have been bound to have withdrawn their advertisements. As one prominent local advertiser said today, "It simply means one less medium to patronize, and I am heartily glad to have a reason for refusing them my contract." If the *World* can stand the thing, it's a \$500 piano against a ring-tailed monkey that the sport and trade can do likewise, and in the toss-up it simply means that the *Times* and *Recorder* get just so much more advertising from the men who would ordinarily divide their space between all three.

The second annual 10-mile handicap road race, promoted by the Brooklyn *Citizen*, will be run on the Ocean boulevard Wednesday, September 26, starting at 10 a. m. This event is looked forward to by all local racers, and a big entry list is bound to be received. W. H. Roberts, the *Citizen's* sporting editor, will manage the affair and the prizes will compare favorably with any road event of the year. The course will be from Shaughnessy's Hotel to Howe's and return, with a repetition. Entries close on September 22 and with fair weather the chances are greatly in favor of fast time.

"Jack Centurion" Knowles keeps merrily at his

### Thirty Consecutive Century Rides Trial,

leaving the K. C. W. clubhouse daily at about 7 a. m., and completing his ride in 12 hours, average time elapsed. The first ten days and the exact times, both total and net, shows his work as follows:

DAYS.	TOTAL.	NET.	DAYS.	TOTAL.	NET.
1.....	12:12	6:31	6.....	12:05	7:44
2.....	11:25	7:59	7.....	12:00	8:05
3.....	11:46	7:39	8.....	12:55	7:53
4.....	13:20	8:11	9.....	11:50	7:25
5.....	11:45	8:04	10.....	13:05	9:42

On the first day and the tenth Knowles was paced by Elliott Burris. Each day he carried a tally sheet on which the various checkers attached their signatures, and the time of day. The route over which the rides are being taken is from the clubhouse on Bedford avenue to Jamaica, nine and a half miles; Valley Stream, fifteen and a half miles; Freeport, twenty-two and three-quarters miles; Seaford, twenty-eight miles; Babylon, thirty-seven and a half miles; Islip, forty-five miles, Oakdale, fifty miles, and return, making a full century. The men who checked the rider at the above places are: I. S. Bowdish, F. Totten, Thos. West, O. Rhodes, H. Boeckman, John Clure, W. S. Johnson, and Ross L. L. Honmedieu. So far there has not been a single breakage in his League Chainless wheel. Knowles feels stronger and fresher each succeeding day, and says that he can keep up his wonderful record daily, until the snow flies. He is given a rousing reception each night as he completes his ride. The daily papers hereabout are taking the matter up and giving it much space.

### Mr. Potter and the Monkey.

Last Friday morning Isaac B. Potter, of *Good Roads'* fame and chief-consulship aspiration, paid a visit to the office of the *American Wheelman*. About the first thing he ran amuck of after greeting the heads of the various departments was "Pantata," who has become so generally celebrated by his pranks and runaway escapades. If there ever was what would be called a "cute" monkey, then this specimen may rightfully lay claim to distinction. Sizing Mr. Potter up from head to foot, he decided to lose no time in making friends, and as the desire was mutual it was not long before I. B. and "I am" were on a most fraternal basis. One thing that seemed to worry Pantata was the appearance of Potter's head, the top of which looked just as barren as a northwestern tract of land after a forest fire has gotten

through its work. He ran his little black velvety paw over the bald spot and rubbed it gently. Mr. Potter was pleasantly anticipating what Pantata would do next—when the rubbing ceased. Then followed a regular living picture pose on the part of the monkey who sat and gazed intently at Potter's head for perhaps half a minute, when, bang, just once, Mr. "Monk" had planted a flat-handed, sledge hammer blow on the shiny pate, and with a shriek he scampered down and away to hide behind a convenient chair. Potter was revived by the proper application of the proper stuff, and described his feelings at receiving the blow, as being similar to having been struck with a sling-shot or a plank.

### The Chief Consulship Campaign.

It seems hard to select a favorite between I. B. Potter and Dr. E. M. Santee in the chief consulship campaign. Both men are hard workers, earnest, and sincere. Each man will do what he conscientiously believes to be right, in case of election. Unlike political fights, there is no boodle in the position for the man who gets it, and at best it seems to be a comparatively thankless office. If affairs prosper under an administration, the chief consul is a "good man" in the eyes of the wheelmen, but let there come a time when things look dark and troublesome, then where is the reward for all the good that has been done. In an instant almost every thing is changed. The idol of the day before is then a "useless, unreliable figurehead."

It's like the young man at his first champagne supper—he enjoys the supper, the wine is enlivening, the company pleasant; but the after effects, which are sure to follow, make one wish they hadn't. If Santee is elected, then the state affairs of the L. A. W. division will be cared for with the utmost sincerity.

If Potter proves to be the man, then ditto, with a fair seasoning of practical road improvement agitation thrown in. The *Wheel* upholds Santee; the *American Wheelman* is rooting for Potter. Really both are right. There is no choice from a conservative standpoint. Both men are hard workers, both are advocates of better thoroughfares, but if any thing Potter has the best of the latter subject, for the reason that he is a graduated civil engineer and a practical workman. The only thing against him seems to be the suit for back salary, which he either has brought, or will bring against the League, the very organization which, as chief consul of the state it would seem he should work with, rather than against.

### A Good Story.

Sterling Elliott told a good story about himself while at Asbury Park, which runs as follows: It seems that as long as Abbot Bassett lived in Boston, the genial secretary and Elliott vied with each other in looking and dressing as much like farmers as possible. Not because that was their aim or desire, but each man had a holy horror of "store clothes." So to the absolute knowledge of Elliott neither Bassett nor himself had purchased any new clothing, aside from an occasional pair of jeans, for nearly three years. Bassett's greatest torment was when his wife insisted on his wearing cuffs on state occasions. When the secretary removed to Chicago recently Elliott was persuaded by his betterhalf to invest in a stylish suit, so he would, "at least, look respectable when he went to Asbury Park." Well Elliott, tormented until he could stand it no longer, started out one day in search of "something stylish." After much traveling from one place to another he landed home with a full suit of white flannels, in which he robbed himself, gazing with pride at his manly beauty as shown off so advantageously in his new regalia. When Mrs. Elliott discovered the ex-farmer in all his finery she swooned and was carried away to her apartments above.

The following day, en route to the depot, Elliott caught sight of the prettiest pair of shoes he had ever seen. They were bright yellow with ball-bearing buttons and as the *Good Roads* (\$1 per year) editor glanced at his old, square-toed, plow brogans, his mind was made up—and the shoes were purchased. Then came the necessity for a white duck yachting cap and a white silk shirt. When Elliott appeared at the track in Asbury Park with all his make-up aboard, he heard some lady in the grand stand remark, "I wonder who that old dude is out there, he ought to be ashamed of himself." That settled it. The hours following seemed like years to "that old dude," and when the hotel was reached that night, a lightning change artist could not have gotten out of one suit and into another in any where near the time made by the referee of the meet. Luscomb used all his persuasive powers on him the following day and after three hours of steady arguing, Elliott promised,—"Well, Charley, I'll wear the trousers, if I must, but I'll be darned if I don't resign the editorship of *Good Roads* if I have to wear the cap, shoes, and coat. So that afternoon, a composite living picture, representing a dude and a farmer, half-and-half, could have been seen on the infield, officiating as referee. It was Sterling Elliott half himself and half lost. As he expressed it: "From my waist up and from my ankles down I feel bully, but betwix and between—oh, Lord!"

Mayor Schieven, of Brooklyn, has revoked permission given to cyclists to riding on the Ocean Parkway side path, between 7 and 9 a. m., Sundays. This move was brought about by the reckless riding of a few novices who are too new at the sport to understand what it means to be careful, yet who think themselves too old at it to be dictated to.

At Travers Island next Saturday there will be a two-mile handicap event for A. A. U. cyclists. This is the only bicycle race down for decision and an excellent contest is looked for. It takes place on the occasion of the Amateur Athletic Union's seventh annual championship meeting.



## ERWIN'S PARIS LETTER.

**Racing Matters in the French Capital—Zimmerman's Grand Stand Play—Zim, Banker, and Wheeler the Best Men in Paris.**

PARIS, August 28.—"I just thought I'd see how long a lead I could give him and still beat him out," said Zim after the heat in the 2,000-meter scratch race. "You know I'm not addicted very much to grandstand riding, so you must excuse me for this one instance that looked like it."

It was Cottereau, the old-time French flyer, twice winner of the great Bordeaux-Paris race, who "cut it" in the heat with Zimmerman and obtained such a safe-looking lead that even the wiseacres declared he would finish first. It was a reminder of the event at Peoria three years ago when George Taylor got so far ahead that nobody thought Zimmerman could catch him. Besides Zimmerman and Cottereau there were Antony, Hewson and Louvet in the heat. Cottereau made up his mind that his only chance lay in running away, so he quietly pushed to the fore and "legged it." Louvet wouldn't start for him, neither would Antony or Hewson, and Zim was just in the humor to give the crowd some excitement, so he too waited, and a moment or two the veteran Cottereau was fifteen or twenty lengths ahead, with only half a lap to go. It was "nuts" for the people. Cottereau was likely to win! Oh, if he should only beat Zimmerman! Why, the Seine track would be torn up, block by block and thrown over the fence. He will surely win, because Zimmerman is not going after him. The people are shouting themselves apoplectic in their mixed

### Frenzy of Excitement,

amusement, and the laughable uncertainty of Cottereau's winning by more than a length or two. Oh, he must win—won't it be too funny for any use—but, wait a bit—Zim has changed his mind; he will try to catch Cottereau yet. Yes, he is coming. Those scab-scarred legs are moving faster. Yes, he will catch Cottereau. He is now in the homestretch and there is a blue comet's tail stringing out behind him. Cottereau does not seem to be going so fast. No, not by any means. He appears "tied to a post." Zim goes by smiling, Antony comes in for second, thus qualifying for the final, and the crowd yells and laughs.

That heat was probably as good a race as will be seen in Paris for many moons, and the manner in which Zim did the trick of allowing Cottereau the dangerous lead and yet winning was "worth coming miles to see." The crowd was doubly delighted—first on the prospect of the old favorite, Cottereau, winning, and second because Zimmerman won. Going or coming, the people got plenty of run for their money and they feasted on tip-toe excitement. Even the Americans, to whom Zimmerman remains the same daily wonder, turned to one another and said, "Well, what d'ye think o' that?"

Starbuck declared that "Zim" rode as though

### His Machine Was Propelled by Steam,

of which there was an unlimited supply. Harry Wheeler, speaking through his lame arm, said that "the Grinder was a corker." Edwards remarked that he was a "bloomin' marvel," and Barden, senior, avowed that it was "wonderful, wonderful."

Cottereau laughed and said it was a good joke, and so did Louvet, who was unfortunately shut out of the final.

Edwards and Banker won the first heat from Nivet, Baras and Jaquelin. Banker came near being shut in, and his girl, who was leaning over the fence, nearly had hysterics at the prospect of his being counted out, but he performed the little trick at which he has recently become famous and came sailing through on the inside as the others rode wide on the turn. Maurice Farman and the much-talked-of Barden took the places in the other heat, Barden having cut Hermet so close on the turn that the latter protested. Harris nearly fell and was shut out. Dumond couldn't ride fast enough. The good field which came out for the final comprised Zimmerman, Edwards, Banker, Antony, Farman, and Barden. Medinger did not ride in the heats, and Louvet had failed to qualify, so that, barring Farman, the newly fledged one-kilometer champion, was the chief flyer left to represent France. At the push-off Hewson got on Zim's rear wheel, but upon the latter's coming to the front for position Farman secured that place. There was

### Any Amount of Maneuvering

by Zimmerman's competitors in their attempts to get into positions where they could hitch on when he started to go. At the bell the two leaders were Farman and Edwards, with Zimmerman third. Banker and Barden were trailing the rear. Barden rode high on the banking and adopting rush tactics came along the outside at a great rate. Going into the final turn Barden had a clear lead but "Jersey" was after him. As further evidence of Zimmerman's ability to take the turns admirably it may be mentioned that he rode on the outside all the way round and when the stretch was entered he was even with the fleeing Barden. Barden must have had an idea that he was going to win, but now that Zimmerman had caught him he would be satisfied with second place. But no, there was another American in the field and his name was Banker. The "Pittsburg wonder" is generally good for second place against Zimmerman's first, holding about the same relation that Wheeler does. Zimmerman won by six or eight lengths and Banker beat Barden out for second by more than a length. The others were strung out at various distances. Zimmerman's last quarter, officially timed, was 27 $\frac{1}{2}$  seconds. His last quarter in the

heat, when he raced after Cottereau, was :28. The prizes were 300, 250, 100, and 75 francs.

### It Was a Day for Real Racing.

The five-kilometer championships of France, both for professionals and amateurs, were run, and the contests were exciting from the start of the first heat to the finish of the final. The professional race developed a surprise party, young Mercier running away from the other men by yards in the homestretch. Such good ones as Medinger, Louvet and Farman could only get a view of Mercier from the rear as he left them in the sprint for home. The "king" made as game an effort as was possible for a man with a sore leg, but he couldn't catch his man. Farman, for the second time during the afternoon, leaned so far over in making the turn that his left pedal struck the track and he nearly upset the field.

Mercier got a long lead going into the homestretch and although Medinger gained considerably upon him he could not overtake him, and had to take a bitter third to Dumond's second. Those who qualified in their heats were Mercier and Delansorne, Medinger being shut out, Dumond and Louvet, Farman and Antony. Then how did Medinger get into the final? Oh, that was easy. The judges disqualified Delansorne for some very flagrant crooked riding, and thus Medinger was let in.

### There is a Growing Conviction

in the minds of many of the riders and spectators that it is doing a great injustice to "the king" to make him ride in the heats. He is always let into the final, whether he qualifies or not, so why heap upon the dear creature the additional burden of being compelled to ride in the heat? His majesty is at present suffering from the effects of a bad fall, on account of which he is the object of great sympathy.

The tour de piste, an event in which each contestant goes a lap of the track unaided against the watch, marked the close of the day's racing, and the race for the lowest figures resulted in a tie between Zimmerman and Banker. Their time was :35 $\frac{1}{2}$ , the next best being Barden with :36 $\frac{3}{4}$ . The wind came on and the rain began falling just as Banker got started, and by the time Zimmerman, who was next, was sent away a storm was in progress. If the conditions had been favorable Zim might possibly have reduced Banker's figures a fractional amount, but he rode indifferently and it must be admitted that Banker made a fine effort. The distance for one lap at the Seine track is 500 meters, or about five hundred and forty-seven yards. Cottereau did :36 $\frac{1}{4}$ , Louvet :37, Hewson :37 $\frac{1}{4}$ , Edwards :38, Dumond :38 $\frac{1}{4}$ , Starbuck and Blomley, each, :39.

Last Friday morning, while training at the Seine track, Harry Wheeler ran too close on Zim's rear during a hard sprint and came a very hard cropper. When he was "swept up" and

### Carried to the Track Hospital

it was found that he had badly wrenched his left shoulder and arm, besides scraping the hide off his body in thirteen distinct places. The surgeon plastered and tied him up and Zim took him home in a cab. The injury to his shoulder seemed to be the most severe and the "Kid" will not likely be able to do any racing before the expiration of ten days or two weeks.

A match between Zimmerman and Lehr is a strong possibility. Negotiations are now being carried on, and it seems probable that America and Germany will come into conflict some time in September. The races will be one, three and five miles, although Zim will try very hard to render the third race unnecessary. Probably one race will be run in Munich and another in Frankfurt. Because the German people generally regard their champion as the greatest rider in the world Zim is figuring on a "big gate" if the race is run in the Fatherland. Lehr's capture of the mile championship at Antwerp has made him greater than ever among his devoted countrymen. Banker, speaking from recent experience in races with Lehr, says, "If you want to win from Lehr you must not let him lead on the homestretch. If you allow him to lead there you'll never get by, for he

### "Wobbles Like a Side-wheeler."

The situation among the racing men now representing the highest grade of performances in Europe, the amateurs being left out because they are slowest, is about as follows: Zimmerman is first, as everybody must concede. He is beat by one yard or forty yards to the mile according as the race is run. The contention for second place is hardly settled. Wheeler held it quite securely until Banker came up fast and now the two junior Americans share the honor with fair regularity through the hardest kind of fighting. No matter how hard Wheeler and Banker "scrap" for second place it is a very frequent occurrence that America gets first, second, and third out of the race. George and the "Kid" are warm friends off the track but when they get into a race together they make merry after each other's scalp. A mile handicap made up as follows would represent with tolerable accuracy the respective abilities of the riders: Zimmerman, scratch; Wheeler, Banker, and Harris, 30 to 40 yards; Barden, at least 40 yards; Louvet and Edwards, 50 yards; Farman, Antony, Mercier, Medinger, 60 yards; Dumond and Jacquelin, 70 yards; Baras, Hermit, and Nivet, 80 yards, and so on.

The French people will not soon forget the manner in which Maurice Farman captured the kilometer championship last week. It is not often that a rider can

### Sneak Away From the Bunch

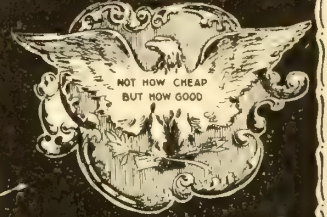
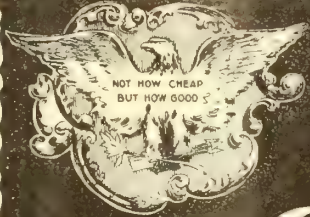
and, riding alone, win the race. Farman got away quietly, giving the impression at first that he simply wanted the lead. Medinger and Louvet kept watch of his movements, but both of them declined to sacrifice chances



THE BEARINGS  
CYCLING AUTHORITY AMERICA

# THE 1895 SUN

WEIGHTS, 17 TO 25 POUNDS



SAMPLES NOW READY



*Victory, Victory Everywhere!*

*for the....*

**"TRIANGLE" WHEELS**

**LOUIS GIMM, and L. R. DILLON,**  
Of Cleveland, O., Of Wheeling, W. Va.,

Were the **ONLY TWO** starters in the

**Buffalo - Pittsburg 246 Mile Road Race**

who rode the "TRIANGLE," and the former finished **THIRD**, while Mr. Dillon took **SIXTH PLACE**, and also won a \$200 MEDAL offered for the **FASTEST TIME** from **BUFFALO TO ERIE**, riding the same wheel through from start to finish.

There are **GOOD MEN** and there are **GOOD WHEELS**, and this performance shows a **COMBINATION OF BOTH**.

**THE PEERLESS MFG. CO., Cleveland, Ohio.**

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast. THE SELTZER-KLAHR HDW. CO.,  
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Mention The Bearings



by running after him. Meanwhile Farman was gaining ground, and when he had secured a lead of forty or fifty yards he ducked his head and went for all he was worth. Louvet made the start for him, as Medinger would hardly make pace to save himself from perdition, but Farman was too far away and came in an easy winner amid great excitement. The general opinion is that Farman deserved to win, and that the term "fluke" is inapplicable to his case.

"Davy" Post and his friend Hubbell have been doing Paris. They are of the opinion that Paris is more prolific in varieties of entertainment than any city on the globe, and they wonder why they never came before. Dave regrets the absence of Brewster upon the occasion of so much genuine joy. Frank Waller has come partly back to form and last Sunday he ran second to the Belgian, Andre, in the Paris-Dinant road race of about two hundred and twenty-five miles. Linton started in the same race but "chucked it" at about half way. Andre was the winner of the amateur race from Paris to Brussels last year. Zimmerman rode a mile unpaced at the Buffalo track yesterday in 2:12%.

J. M. ERWIN.

## TROUBLE OVER A CLUB CHAMPIONSHIP.

**A New Member Tries the Temper of Two Leading Philadelphia Clubs—A New Plan for Preliminary Heats.**

PHILADELPHIA, PA., Sept. 9.—The five-mile club championship of this city was to have been decided over the Montgomery avenue course yesterday between teams from the Century Wheelmen and Quaker City Wheelmen. The race, however, did not come off, much to the disappointment of a large crowd that had been attracted to the starting and finishing posts with the expectation of seeing a grand race. From present indications it looks as though the two clubs will not decide matters, at least for a time to come. The postponement of the race was due in part to the inclement weather, and a misunderstanding between the members of the two clubs as to how long a man should be a member of a club before being eligible to compete in a race. A member of the Century Wheelmen was seen yesterday and when the subject was broached said:

"Last June the Quaker City Wheelmen, through their captain, issued a challenge offering to race a six-man team from their club against a like team from any of the other local organizations. This challenge was accepted by a number of clubs with the result that interclub races have been a feature of the cycling schedule this year. The Century Wheelmen were among the acceptants and today was decided upon as the date for deciding matters. There was no stipulation made as to how long a man would have to be a member of the club in order to make him eligible for the race. On Friday evening Captain Artman, of the Quaker City Wheelmen, visited Captain Allen, of our club, and informed Captain Allen that inasmuch as John Lagan was only elected to membership in the club at the meeting of the previous night, he was not, under the L. A. W. rules, eligible to compete. He also accused our club of 'running' Lagan in for the special purpose of competing in this race. This is not a fact, for Lagan has only just reached the age of eighteen years, which would permit of his becoming a member in two months. He has repeatedly tried to be elected under suspension of the rules.

**"Lagan Is a Fine Rider,**

but in this special race we have never considered him of the slightest importance and we all feel that with or without him we would have won. Captain Allen argued for a time with Captain Artman on these questions, but both became stubborn, and as a result the race was finally declared off."

Captain Artman was also seen and his side of the story may be summed up as follows: "I think we had a right to know with whom we were going to compete and when I found that young Lagan was on the team I entered a strong protest with Captain Allen. We think that Lagan was run in for this special race, although this is denied by members of the club. My candid opinion is that they would have won anyway. The race has been declared off, although an agreement may be reached whereby we will be able to meet some time the latter part of this month or in October."

H. H. Wylie, better known as "Dead Broke" Wylie, who left Chicago on Thursday in an attempt to get back his Chicago-New York record, is expected in this city on Wednesday or Thursday of this week and a party is now being organized to meet him outside the city limits and pace him along toward New York. A little over a year ago he placed the record between Chicago and New York at 10 days 4 hours and 36 minutes, lowering the best previous record by over a day. Since then several attempts have been made to lower his record, without success until August 19, when F. H. Stanwood left Chicago and covered the same distance from the Windy City to the Metropolis in the remarkably good time of 8 days 7 hours 48 minutes. Both of these records were made on Sterling wheels. The result of Wylie's attempt will be watched with interest by Philadelphia's cycling public and he will no doubt be given a royal reception during the short stay he is expected to make in the Quaker City.

The Oxford Wheelmen held their annual meeting on Monday night. It was a largely attended affair and great interest was manifested in the business transacted during the evening.

### The Reports for the Year

were very encouraging and show the club to be in good financial condition and rapidly increasing in membership. After the transaction of other important business the annual election of officers took place, resulting as

follows: President, John N. Heath; vice-president, W. F. Buch; secretary, Louis Wagner; treasurer, J. C. Murphy; captain, F. E. Whipple; first lieutenant, W. T. Bonine; second lieutenant, Charles Haag; delegates to the Associated Cycling Clubs, D. R. Perkenpine and Frank Garrigus.

Captain F. E. Whipple, accompanied by F. L. Parkhurst, of Woonsocket, R. I., rode from the latter place to Portsmouth, N. H., last Sunday, a distance of 204 miles. On the return trip Mr. Parkhurst broke the front axle of his wheel, but after a long delay succeeded in getting it temporarily repaired, and pluckily rode the remaining seventy miles. This and several other accidents prevented the two wheelmen from making any remarkable time for the distance. They covered the 204 miles in 23 hours.

At a meeting held on Monday night the Eclipse Wheelmen finally decided by vote not to amalgamate with the Penna Bicycle Club. This question has excited considerable interest among the members, some of whom were in favor of amalgamation. It was the general impression that the club would join hands with the "Pennsy," and the action of last Monday's meeting created quite a surprise. The meeting was very poorly attended, and those in favor of the move were in the minority. Under the club's constitution it required a two-thirds vote to carry a motion. After much discussion a vote was taken, and the result was fifteen yeas and eight nays, the ays lacking just one vote to carry their motion. There is now an effort being made to have the question reconsidered at the next meeting of the club.

### A Novelty Will be Introduced

at the Associated Cycling Clubs' national circuit meet in this city on September 22, by special sanction of the Racing Board. It will be introduced in heat races, and will, it is believed, be a decided improvement upon the usual methods. In the preliminary heats of scratch races, as well as in the finals, contestants are uniformly unwilling to set the pace, for to do so is to practically spoil all chances of winning. To correct this feature in the meet in question, and to make the preliminaries as interesting as regular contests, a pacemaker will be selected by the referee after the men come to the tape "who shall be allowed in the final in addition to regularly qualified men." To prevent the men falling too far behind the pacemaker, it is stipulated "that at any time during the heat, if the other contestants drop 100 yards behind the pacemaker they shall be adjudged distanced."

### ST. LOUIS IN THE SWIM.

ST. LOUIS, MO., Sept. 10.—As rain-makers St. Louis tournament promoters have achieved considerable success, for it has rained the majority of the dates on which meets were arranged this year. It rained on August 24, so that the Pastimes could not hold their meet. On the day following it rained enough to interfere with the attendance, and yesterday, when the colored Associated Cycling Clubs gave their tournament it rained hard the early part of the afternoon, but cleared up sufficiently to allow the races to be run off later. The best race of the day was the mile open, which was won by Henry Stewart in 2:36. Stewart is a mulatto, well built, has good position and action on his wheel, and as his Afro-American supporters expressed it, "Is the Zimmerman of his color."

The ladies' race, which was on the Pastime's programme on September 1, is creating no end of excitement, and Chairman Raymond has at last taken cognizance of it, writing a letter in which he condemns such an event severely, and states that hereafter he will grant no sanction to a race meet which has such an event on the programme. He also intimates that a rule of some kind will be introduced next year in regard to women racing.

The Southern Illinois Bicycle Association will give a race meet on September 14, at Carbondale, Ill., at which cash will be offered as prizes, in amounts ranging from \$20 down to \$2. They were requested to offer jewelry and "sich" as prizes so that the local "pures" might participate, but they respectfully declined, and it is likely that there will be work for Chairman Raymond's ax in that particular locality.

### The Victor Cycling Club,

which got into trouble through giving an unsanctioned meet at St. Charles, Mo., the early part of August, is the youngest club in the city but has a membership of 115. They have secured the old St. Louis Camera clubhouse on Locust street, near Jefferson avenue and are having it refitted. While not large, this will make very snug quarters and has the advantage of being in the middle of a vacant plot of ground which is nearly a block long and half a block deep. The members now realize that in following the advice of those who managed the St. Charles meet, they were following "false prophets." This they discovered by the promptness with which suspension was visited on those who competed in the races and the effectual manner in which it bars them from sanctioned meets. The entire club intends to join the L. A. W. and also to co-operate with and join the Associated Cycling Clubs.

The South Side Cycle Club intends giving a 12-mile handicap road race on September 30, open to members only. The course will be the streets bounding Tower Grove Park, and three laps will complete the distance. A gold watch will be the first prize and a club championship trophy will also be competed for, to be won three times before becoming personal property.

The Kings County Wheelmen expect to occupy their new clubhouse by September 15. The house, when completed, will represent an investment of \$50,000.



# “All done on a pair of Crimson Rims==”



That ALL covers a multitude of successes.

The quotation is from R. P. Searle, of Rockford, Ill.

He was speaking of his many achievements on track and road. He is not alone. There is a legion of riders who have worked out victory and glory astride a

## Syracuse

It is Built to Buzz along the Beat, and it does it, too.

On August 5th, Van Wagoner, on a 72-gear, 19-lb. **Syracuse**, climbed a mile and a half of hill at Tully, N. Y. The incline is 38 degrees, and it was mounted for the first time, on a 72 gear.

WESTERN AGENTS:

A. F. SHAPLEIGH HARDWARE CO.,  
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**SYRACUSE CYCLE CO.,**  
SYRACUSE, N. Y.,



## ON ENGLISH HIGHWAYS AND BYWAYS.

**Two of Shorland's Records Go—Stormy Weather puts Cycling Competitors "Hors de Combat"—Death of Lord Albemarle.**

LONDON, Sept. 1.—After an exasperating spell of wet, chilly weather, the sun has returned to us, and conditions are once more "set fair." Prompt advantage of the improved state of affairs has been taken by the record-breakers. On Wednesday two of F. W. Shorland's long-distance records were relegated to the rear, while the recently accomplished record of 28:27:00 by C. C. Fontaine, of the Polytechnic C. C., for the Edinburgh to London ride, would assuredly have been beaten by R. H. Carlisle, of the Anfield B. C., had his tire not unfortunately punctured within seventeen miles of London, Carlisle having at that time another 2 hours in which to complete his journey. The result of his mishap, however, was that he had to dismount and come to London by train.

The two other would-be record-breakers—A. A. Chase and C. C. Fontaine himself—had better luck. Fontaine had set himself the task of beating F. W. Shorland's London to York record of 12:10:00 (accomplished on a front driver), the distance being 197 miles. In this he succeeded, with 19 minutes to spare, Fontaine's time being 11:51:00. From the outset he was well ahead of schedule time. Chase's designs were likewise on one of Shorland's bests, viz., his 211 miles for a 12-hour ride. Despite a severe fall and consequent cuts and abrasions, in the fourth hour, Chase, on the North Road and its arteries,

### Also Eclipsed Shorland's Record

by covering 212½ miles within the specified time. Camp, Hale, Hoch, and others paced, and Bidlake took the time. Chase's mount was a Swift with Palmer tires, and but for his fall, which besides taking a lot out of him delayed him for half an hour, the mileage would have evidently been largely increased. Shorland is expected to start to efface the new records very shortly.

Yesterday Ross, of Huddersfield, succeeded in beating the long-standing record of J. Dyson—Huddersfield to London in 18:24:00—by 3:53:00; Ross' time was 14:49:00. Unfortunately owing to his pacers missing the correct route Ross had covered over two hundred miles when he reached London.

The volunteer cyclist long-distance competition was started last Saturday in most awful weather. The rain descended like stair-rods, to quote the graphic phrase of an eye witness, and although twelve teams started, by midday six were *hors de combat*, and in the end only two finished. The frightful weather helped havoc with many chains, and the winning team entirely owed their victory to being provided with gear-cases. Many machines broke down from causes other than the chains giving out, owing to the heavy roads and the formidable and weighty equipment carried by the riders. The Galloway Rifles won the competition and finished the distance in 8:31:30, a very fine performance considering the foul weather. The West Riding Second Regiment team were second in 11:13:00. The Galloways were greatly applauded at the finish.

The important

### Race Meeting of the Reading Athletic Club

last Saturday was quite marred by the damp and chilly weather. The half-mile scratch (open) was won by Ben Fisher, who beat Lambley and Stroud. The open-mile handicap was won by H. W. Ponpard, of the Catford, Lewis Stroud, the scratch man, being outlandicapped, retired.

The Polytechnic C. C. held a 100-mile race at Kensal Rise last Saturday. The tremendously high wind put record breaking out of the question, although with Chase, Fontaine, Jarvis, Carter, Camp, and others as pacers the performance would have been first-class in better weather. Of the fifteen starters, including E. Leitch, only five went the whole distance. A. E. Walters won in 4:47:17.

Lord Albemarle, the president of the National Cyclists' Union, died this week, and yesterday a requiem mass was sung and said for his soul at Brompton Oratory. The deceased earl had been in bad health for some months. At the latter end of the eighties, when Viscount Bury, he used to preside at the council meetings of the Union. He was president of the Civil Service C. C., and his ride to Ripley with that club resulted in the christening of the famed resort as "the Mecca of all good cyclists." As every one knows, with Lacy Hillier, the late nobleman shared in the production of the Badminton work on "Cycling."

Percy Litchfield announces that in consequence of the wretched weather on the 16th, and the requests of a number of the competitors—who felt they had not done themselves justice—another 12-hour race will be held at Putney track on the 20th.

Today the Bath Road open 100-mile road race is taking place. S. F. Edge and C. A. Smith, two giants at the game, are expected to start. This afternoon, also, the Anerley C. C. are holding a race meeting at Herne Hill.

Rider Haggard, the popular novelist, is fond of cycling and rides a safety. He regards cycling as

### "A Most Delightful Exercise."

to use his words. Recently, however, he had the unpleasant experience, while riding in Bungay with several friends, to be driven into by a hawk's cart. In avoiding the vehicle Mr. Haggard collided with the wall and sustained bruises and a shock. One of his friends got his machine smashed to pieces. At the Bungay petty sessions the hawk who caused the mischief was fined \$10.

The newly organized Cycle Agents' Union will hold its general meeting at the forthcoming Stanley show. Over two thousand agents are expected to attend.

C. P. Sisley has retired from the Racing Cyclists' League. Sisley demands that racing men shall be allowed to accept expenses. A. C. Hills and other members of the committee are opposed to this policy. Hence the split.

G. L. Hillier and H. O. Duncan are fighting a duel *a l'outrance* on the wood vs. cement question in the sporting press. Last Wednesday Duncan launched thunders at Hillier in the *Sportsman*, and today Hillier, who is quite equal to the occasion, has fired off a letter of moderate length confuting Duncan's arguments by his (Duncan's) own previous writings on the subject. Cement seems to have more advocates than wood, but Hillier regards this fact as showing that a conspiracy exists to condemn wood tracks.

C. W. HARTUNG.

## RECORDS TO DATE.

The record-breaking season is in full blast and that the readers of THE BEARINGS may keep intelligent track of what is going on we append a table of records at the shorter distances as they stand today. The new racing rule recognizing times at the one and two-third mile distances has not been fully digested by team managers and timers, and consequently some of the times at these distances are not the best that have been made, but they are the best that have been recorded and consequently must be accepted till they are replaced by records properly timed. In the unpaced records this is particularly noticeable. Sanger's times for the one-third and the two-thirds are slower proportionately than Tyler's for the half-mile and the three-quarters, respectively. For the one-third and the two-third mile in competition we have no authoritative figures. The records as given below have not all received the approval of the Racing Board but all are authentic.

Four times, already, has the flying mile with pacemakers been broken this season and the new record for the unpaced mile has been shattered even more frequently. From now on the contest against time waged by Bliss, Sanger, Tyler, Titus, Johnson, Maddox, and others will be watched with intense interest. THE BEARINGS predicted early in the season that the flying mile record would go as low as 1:49. Already a good start has been made to verify the prediction and there is little doubt that the figures will be reached before the season is over.

### Competition.

DISTANCE.	TIME.	NAME.	PLACE AND DATE.
¼-mile flying start.....	29 <sup>3</sup> / <sub>8</sub>	W. C. Sanger..	Denver, Colo., August 18, 1894
½-mile standing start.....	29 <sup>3</sup> / <sub>8</sub>	G. F. Royce..	Paterson, N. J., July 4, 1894
¾-mile standing start.....	1:00	E. C. Bald....	Denver, Colo., August 17, 1894
1-mile standing start.....	2:05 <sup>1</sup> / <sub>2</sub>	E. C. Bald....	Springfield, Mass., Sept. 13, 1894
2-mile standing start.....	4:21 <sup>1</sup> / <sub>2</sub>	Otto Ziegler..	Denver, Colo., August 17, 1894
3-mile standing start.....	7:15	J. S. Johnson..	Minneapolis, Minn., August 18, 1893
4-mile standing start.....	9:47 <sup>1</sup> / <sub>2</sub>	F. J. Titus....	Lafayette, Ind., July 3, 1894
5-mile standing start.....	12:11	Monte Scott..	Asbury Park, N. J., Sept. 1, 1894

### Standing Start Against Time.

DISTANCE.	TIME.	NAME.	PLACE AND DATE.
¼-mile.....	28	J. S. Johnson..	Independence, Ia., Oct. 31, 1893
½-mile.....	39 <sup>3</sup> / <sub>8</sub>	J. S. Johnson..	Independence, Ia., Oct. 24, 1893
¾-mile.....	58 <sup>1</sup> / <sub>2</sub>	J. P. Bliss....	Springfield, Mass., August 22, 1894
1-mile.....	1:19 <sup>1</sup> / <sub>2</sub>	H. C. Tyler....	Waltham, Mass., August 4, 1894
2-mile.....	1:29	H. C. Tyler....	Waltham, Mass., August 4, 1894
3-mile.....	1:57 <sup>3</sup> / <sub>8</sub>	H. C. Tyler....	Waltham, Mass., August 4, 1894
4-mile.....	4:04 <sup>3</sup> / <sub>8</sub>	Nat Butler....	Springfield, Mass., Sept. 13, 1894
5-mile.....	6:26 <sup>3</sup> / <sub>8</sub>	J. S. Johnson..	Springfield, Mass., Sept. 13, 1894
6-mile.....	8:38 <sup>3</sup> / <sub>8</sub>	J. S. Johnson..	Springfield, Mass., Sept. 13, 1894
7-mile.....	10:48 <sup>3</sup> / <sub>8</sub>	J. S. Johnson..	Springfield, Mass., Sept. 13, 1894

### Flying Start Against Time.

DISTANCE.	TIME.	NAME.	PLACE AND DATE.
¼-mile.....	24 <sup>3</sup> / <sub>8</sub>	J. S. Johnson..	Independence, Ia., Oct. 31, 1893
½-mile.....	34 <sup>3</sup> / <sub>8</sub>	J. S. Johnson..	Independence, Ia., Nov. 10, 1893
¾-mile.....	54 <sup>3</sup> / <sub>8</sub>	J. P. Bliss....	Springfield, Mass., August 22, 1894
1-mile.....	1:14 <sup>3</sup> / <sub>8</sub>	J. P. Bliss....	Waltham, Mass., Sept. 1, 1894
2-mile.....	1:23 <sup>3</sup> / <sub>8</sub>	J. P. Bliss....	Springfield, Mass., Sept. 6, 1894
3-mile.....	1:52 <sup>3</sup> / <sub>8</sub>	J. P. Bliss....	Springfield, Mass., Sept. 6, 1894

### Flying Start Unpaced.

DISTANCE.	TIME.	NAME.	PLACE AND DATE.
¼-mile.....	26 <sup>3</sup> / <sub>8</sub>	H. C. Tyler....	Springfield, Mass., August 24, 1894
½-mile.....	40	W. C. Sanger..	Waltham, Mass., July 17, 1894
¾-mile.....	54 <sup>1</sup> / <sub>2</sub>	H. C. Tyler....	Springfield, Mass., August 24, 1894
1-mile.....	1:24	W. C. Sanger..	Waltham, Mass., July 17, 1894
2-mile.....	1:32 <sup>3</sup> / <sub>8</sub>	H. C. Tyler....	Springfield, Mass., Sept. 4, 1894
3-mile.....	2:07 <sup>1</sup> / <sub>2</sub>	W. C. Sanger..	Springfield, Mass., Sept. 12, 1894

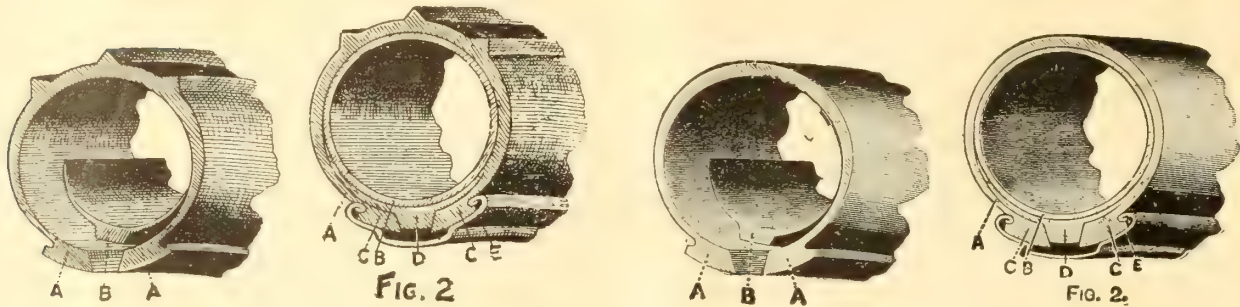
French cyclists are talking of posting the penalties and judgments against people who molest wheelmen. They are as follows:

"Penal code, ART. 475.—Those who excite or do not call off their dogs when they attack cyclists or pursue them, even if there is no damage done, will be fined from six to ten francs. Decision.—The owner of a dog who allows him to bark at or run after a cyclist is responsible for any accident that happens to the cyclist, if it is established that he is experienced and there appears to be no other cause for the accident."

Besides the fines the cyclist can sue for damages.

Punch says: "Try-cycle before you buy-cycle."





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Either **CORRUGATED** or  
**PLAIN** are the Best Mechanic-  
ally Fastened Clincher Tires  
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Positively the only practical Clincher Pneumatic Tire yet offered, and the only one constructed on a self-locking principle.

**WILL NOT CREEP** on account of our novel method of locking the shoe and tube to the rim.

**CAN NOT BE PUNCTURED** by the ends of the spokes, as a thick part of the tire lies just over the spokes' ends, protecting the tube.

**CAN NOT BLOW OFF RIM**, as the Keystone Wedge securely locks the flanges of the tire into the clincher hooks of the rims.

**EVEN WHEN ENTIRELY DEFLATED**, as the weight of machine or rider will cause the wedge to lock the tire. This is not true of any other mechanically fastened tire.

**IT IS CONSTRUCTED ON COMMONSENSE PRINCIPLES.** For repair work, the Cyclone Tire can be used on G. & J. style of rims. Try them.

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**TRENTON, N. J., U. S. A.**

Mention The Bearings.



## TIME TRIALS AT SPRINGFIELD.

**The "Boys" Doing Well—Bliss Puts the Mile, Flying Start, at 1:52 3-5—Titus Gets to Work.**

SPRINGFIELD, MASS., Sept. 7.—Thursday afternoon, the little Chicagoan, Julian Pye Bliss, caught that fleeting shadow, the mile flying start record. Bliss was beautifully paced. A more perfect bit of pacing work was never done. Three teams did the work, Lumsden and Githens, Cooper and Silvie, Warren and Arnold.

The day was an ideal one for record breaking, cool, invigorating, and without perceptible wind. The track,—but Springfield and Hampden Park tracks are too well known to need description.

Bliss had previously chased the phantom record—phantom because there are so many men after the record and just as many capable of lowering even the present figures—and had failed through ill luck. This was of late. Tyler held the record at the start of the season at 1:56<sup>1</sup>/<sub>2</sub>. Johnson took it June 26 in 1:56. Bliss went to Waltham and on July 14 did 1:55. Tyler went to Waltham and his figures were 1:53<sup>1</sup>/<sub>2</sub>. Today

### Bliss Regains His Lost Position

with 1:52<sup>3</sup>/<sub>5</sub> to his credit, and it may be tomorrow, perhaps not for a week, but certainly within a month, seconds more will be taken from this time. It's all in the pacing and after all the unpaced record shines out as the true gauge of riding ability.

With the Rambler, Union, and Stearns teams already successful bidders for the record, and the Columbia, Sterling, Cleveland, and Spalding teams announced competitors for the honor; with the greater number of these teams determined to chase the phantom to the very last, determined in other words to live south of Mason and Dixie's line, to live under sunny southern skies all winter if needs be; determined to spare no expense—the fight looks, at the present writing a most interesting one.

Tandem teams with the ability to go and go fast are holding their heads high in air. They know their power and will jump where the best position for another year is offered. It may be that "flowers will be blooming in the spring, tra-la," before that

### Record Will be Finally Broken.

With such able advocates and expounders of speed in the field as Bliss, Tyler, Johnson, Taxis, Cabanne, Titus, and others, to say nothing of Mike Dirnberger, there is fun ahead for some one.

Dirnberger smiled today as he realized how very close Pye Bliss came to his great record of 1:51, made with horse pacing, and still the fastest mile ever ridden on a bicycle. Once reached and passed 1:51 will look small in comparison. The late returns may show figures like these—1:45; and perhaps these—1:42.

Bliss should have done 1:50 today. He was capable, but the tandem teams did not carry him fast enough. He lacked one of his "regularly trained for the work" men—O. S. Brandt—and Tom Cooper (who had never previously done tandem work) took his place with I. A. Silvie. This necessitated a shifting of the places and Lumsden and Githens took him the first three-eighths. The quarter was passed in :27<sup>3</sup>/<sub>5</sub>, the same time as made by F. H. Allen in his

### Successful Class A Attempt.

Yesterday Allen did 1:58<sup>1</sup>/<sub>2</sub>, Bliss 1:52<sup>3</sup>/<sub>5</sub>. The third and two-thirds were not caught. The half was passed—Cooper and Silvie pacing—in :55<sup>3</sup>/<sub>5</sub>, 1<sup>1</sup>/<sub>2</sub> seconds behind Dirnberger's time in his horse-paced mile, and four-fifths behind record. At the three-quarters Arnold and Lonnie Warren had picked up prettily, and the record of 1:24<sup>1</sup>/<sub>2</sub> was cut to 1:23<sup>1</sup>/<sub>2</sub>. "Duck your head and come faster," yelled the manager through the great speaking trumpet. But the last quarter was slow, :29<sup>3</sup>/<sub>5</sub>, and the mile was done in 1:52<sup>3</sup>/<sub>5</sub>, outside watches hitting on and around the mark.

There was a slim crowd to cheer the great performance. Bliss and all six of his tandem riders were congratulated. It was the fastest purely bicycle paced mile ever ridden, the fastest previous mile being 1:53<sup>1</sup>/<sub>2</sub>, by Titus and Cabanne on a tandem. Another notch had been taken out of the record, and many others will follow.

This does not in the least detract from Bliss' great ride of today or from the credit due his pacemakers.

### More Records.

SPRINGFIELD, MASS., Sept. 8.—An inspiration came to Trainer William Young yesterday. Fred J. Titus was on the track speeding and going fast. The daily record work was on and W. F. Sims, of Washington, had succeeded in cutting four-fifths of a second off the Class A unpaced mile, doing 2:16. "I'll start Titus for the five-mile record," said Young. Suiting the action to the word Young called Titus off the track, sent him in for a rub-down and at once collected together a dozen of the men then on the track to act as pacemakers. These were grouped at the head of the stretch and Titus came promptly to the tape for his standing start.

It was all done so quickly few looked for success. Maddox, Kennedy, Cabanne, Brown, MacDonald, Charley Murphy, Cooper, L. A. Callahan, and L. C. Johnson was the order of the pacing, each taking a half mile. Maddox and Kennedy paced the first mile in 2:13<sup>1</sup>/<sub>2</sub>, Cabanne and Brown the second in 2:06<sup>1</sup>/<sub>2</sub>, MacDonald and Murphy the third in 2:07<sup>1</sup>/<sub>2</sub>, and Titus was well inside record. Here he says he felt a little shaky. Cooper and Louie Callahan took him the fourth mile in 2:15<sup>1</sup>/<sub>2</sub>. He was still over fourteen seconds inside, and after a cheering word went the fifth and last mile in 2:08<sup>3</sup>/<sub>5</sub>, the last half being done in 1:03<sup>3</sup>/<sub>5</sub>. He was paced by Kennedy and L. C. Johnson the last mile and could have finished stronger had not four or five tried to pace him down the stretch.

### His Time by Miles

was: One, 2:13<sup>1</sup>/<sub>2</sub>; two, 4:20<sup>3</sup>/<sub>5</sub>; three, 6:27<sup>3</sup>/<sub>5</sub>; four, 8:43, and five, 10:51<sup>3</sup>/<sub>5</sub>. The three, four, and five mile marks are world's records, the former figures being for the three-mile, 6:43, by Willie Windle, October 17 1893, at Springfield. The four and five miles were done in 8:57<sup>3</sup>/<sub>5</sub> and 11:06<sup>1</sup>/<sub>2</sub> by Laurens S. Meintjes in his great hour record of 27 miles 156 yards, September 11, 1893, at Springfield.

W. F. Sims made the first record trial of the day. He was successful in breaking Louis A. Callahan's record of 2:16<sup>1</sup>/<sub>2</sub>, doing 2:16. His time by quarters was :31<sup>1</sup>/<sub>2</sub>, 1:05, 1:40<sup>1</sup>/<sub>2</sub>, and 2:16. The last named figures for the three-quarter and mile are Class A records.

John S. Johnson and Bliss were unsuccessful yesterday, Johnson doing 2:12 unpaced, Bliss 2:00<sup>1</sup>/<sub>2</sub> paced, standing start. Johnson's quarters were :31<sup>1</sup>/<sub>2</sub>; half, 1:05; three-quarters, 1:40<sup>1</sup>/<sub>2</sub>, and the mile run in 2:12.

Bliss came out at 6 o'clock, Taylor started from the ten-yard mark and pulled Bliss up to the tandem, Arnold and Warren up. At the head of the stretch, Githens and Lumsden picked Bliss up and carried him over a half mile. The pacing was not fast enough. The quarter was :31<sup>1</sup>/<sub>2</sub>; half, 1:01<sup>1</sup>/<sub>2</sub>; two-thirds, 1:21; three-quarters, 1:30<sup>1</sup>/<sub>2</sub>, and mile, 2:00<sup>1</sup>/<sub>2</sub>.

John S. Johnson says he thinks five miles can be ridden in 10 minutes, and that he may soon make the attempt.

## WACO WHEEL CLUB'S MEET.

Close and exciting finishes marked the racing at the Waco Wheel Club's third annual tournament today. Solomon captured all the "B" events.

### Summaries:

One-mile novice.—Kirksey, first; Horton, second; Kehl, third. Time, 2:58<sup>1</sup>/<sub>2</sub>. Quarter-mile, Class A.—Boren, first; Tackaberry, second; Kirksey, third. Time, :35<sup>3</sup>/<sub>5</sub>. Half-mile, Class B.—Solomon, first; Parker, second; Van Renseller, third. Time, 1:36. One-mile handicap, Class A.—Boren, first; Tackaberry, second; Kirksey, third. Time, 2:33<sup>1</sup>/<sub>2</sub>. One-mile, Class B.—Solomon, first; Parker, second; Van Renseller, third. Time, 2:42<sup>1</sup>/<sub>2</sub>.

The National Cycle Mfg. Co. are naturally proud over the National's success on the road and path, and their recent capture of sixty prizes in eleven days, all in Class A events, testifies to the sterling merit of their machine. The National holds the world's record for six, seven and ten miles; they being respectively 14:45<sup>1</sup>/<sub>2</sub>, 17:10<sup>1</sup>/<sub>2</sub> and 24:44<sup>1</sup>/<sub>2</sub>. All made in competition.



C. R. COULTER ON HIS FALCON.





## Get in Line for 1895

We are now closing contracts  
for next season very rapidly,  
and it will be impossible for  
us to build over

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# MONARCH BICYCLES

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Most everybody wants a MONARCH,  
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Our 1895 production will be up to  
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Over 12,000 riders will tell you that  
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Write for terms and territory.

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CHICAGO, ILL.

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THE C. F. GUYON CO., 97 and 99 Reade St., N. Y.

Eastern Distributing and Sales Agents.



### LOUISVILLE'S NEW TRACK.

LOUISVILLE, KY., Sept. 13.—Mr. Toney Landenwich, the gentleman to whom the cycling fraternity of Louisville are indebted for his liberality in obtaining for them a cycle track, has returned from a trip to New York and other eastern cities. Of course, his principal visit was to Waltham to look over that track, and while there he learned something of interest to many readers of this paper. The owner of the Waltham track was visited by Mr. Landenwich who had a letter of introduction from the mayor of Waltham. Mr. Bradstreet read the letter carelessly and then exploded his vials of wrath upon the many people all over the United States who asked for some information about his track. His conversation was interjected by a great many words, in fact, one out of three were those that would not look well in print. He said in his tirade that every letter received by him asking for any kind of information about his track was thrown in the waste-basket; that he had spent about thirty thousand dollars in experimenting on his track and he didn't care to tell every — fool who asked how he had done so. Mr. Landenwich

#### Did not Waste any Time With Him

but as he had seen the surface and had obtained enough data to satisfy himself, he then and there resolved to have a better track. With that end in view, he went to the racing men's quarters, introduced himself to Sanger, Johnson, Tyler, Eck, and others, and asked their opinions for ideas of improvements which were cheerfully given. For the ungenerous treatment of a civil letter of introduction, Louisville riders will reap the benefit, by getting a better track than originally intended. Mr. Landenwich received very ungentlemanly treatment from Mr. Luscomb and has no hesitancy in saying that it is no wonder that that gentleman is so unpopular if everybody is treated in that way by him.

Work has begun on the track already and the contracts stipulate that they must be completed within sixty days. The association will hold a race meet on Thanksgiving Day to celebrate the opening.

This track will be, if all plans pan out, the most popular one in existence to the racing men and their managers. To the managers, mostly on account of being free from the allurements of city life, as

#### The Hotel and Track Are Adjoining.

To the racing men on account of the latter and for the proximity to the river where boating and swimming may be indulged in, after their usual daily exercise. Then again, on the western side of the track is a large park filled with the original forest trees, where they can indulge in rambles through the woods. All of the cracker-jacks have pledged themselves to come here for preliminary training and if possible for record trials.

Sanger and Tyler are the most enthusiastic on the record point, saying that the climate is better suited than any other place.

The ladies' road race mentioned last week resulted in so much confusion at the finish on account of the crowd that the promoter has decided to let all of the contestants, except the first two, run the race over. The race will be run probably on Wednesday afternoon in the presence of a few of their friends and the officers only.

The Clifton Cycle Club will hold a meet this week for local riders only.

The Ogallalla Wheel Club also has the race fever and will hold a road race during the last week in the month.

State Centurion Rubey is making preparations for a mammoth century run on October 21. Weather permitting, the attendance will be very large.

### WYLIE AHEAD OF TIME.

H. H. Wylie who started from this city last Friday at noon wired THE

BEARINGS from Brownsville, Pa., on Wednesday morning when nearly seven hundred miles of his journey was finished, that he was gaining time. He expected to be in Philadelphia by Friday noon, which would leave him over thirty hours in which to complete the ninety-one miles between there and New York city, and break Stanwood's record of 8 days 7 hours and 39 minutes. Wylie was in the best of condition when he started and should find no trouble in lowering the record. He is a plucky rider and may be depended on to keep to his work with good heart. If he brings his Sterling racer safely over the 1,100 miles of rough road he will have established a record not less creditable to the wheel than to himself.



H. H. WYLIE.

The Syracuse Cycle Co. will probably open a branch house in Denver. It is understood that they are now looking for a competent manager for this new western enterprise.



# THE TRIBUNE!

## WE BUILD THE BEST....



Tribunes are Light and Fast and  
Always to the Front.

### THEY DID IT ON TRIBUNES.

At Cleveland, Van Tine wins the  $\frac{1}{4}$  mile open in :31 2-5 and the  $\frac{1}{2}$  mile in 1:01, making state record for the distance. Otta Maya, of Erie, breaks the record for 5, 8, and 9 miles.

Van Tine wins 3 firsts at Mt. Clemens.

O. C. Lippencot wins 2 firsts at Hammonton, N. J.

At Terre Haute, Ind., Freers wins the  $\frac{1}{4}$ ,  $\frac{1}{2}$ , and 1 mile open on a Model E Tribune.

Elmer C. Davis breaks the American road record for  $1\frac{1}{2}$  miles, making it in 3:22 2-5 on a Tribune racer.

At Steubenville, Ohio, Otta Maya wins the 1-mile and 5-mile handicaps.

Chas. F. Schuberth wins the 1-mile novice at Carthage Fair, on a Model D Tribune.

You can increase your speed 10 per cent by using the Cycloidal Sprocket. Ask any Tribune rider.

Send for Catalogue  
and Agency.

# THE BLACK MFG. CO., Erie, Pa.

Mention The Bearings.





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, SEPTEMBER 14, 1894.

No. 2.

Published every Friday by  
**THE HILL CYCLE MFG. CO.**  
OFFICE AND FACTORY,  
142-148 W. Washington St., Chicago.

**SUBSCRIPTIONS:**  
Models 18 to 22, Racers, \$150.  
Model 25—Road Wheel, \$135: Palmer tires and wood rims  
Model 27—Road Wheel, \$128: M. & W. tires and wood rims  
Model 29—Road Wheel, \$125: M. & W. tires and steel rims  
Model 30—Ladies' Wheel, \$125.

**COPY OF FOWLER HONEST CATALOG ON APPLICATION.**

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

It really makes us ashamed, sometimes, when we read our contemporaries, the other patrons of the advertising columns of "The Cycling Authority," to think, that, while we get all our "copy" for nothing, they are paying the most ridiculous prices for theirs. We hope that we make ourselves clear. Lest there should be any misunderstanding we will explain. The columns of the cycling papers are filled to repletion with accounts of races won, and records made, on this, that, and the other wheel. The heralding of these wins and records constitutes the copy of our contemporaries. But we said that this copy was paid for. It is. It is paid for extravagantly. We have submitted figures in the past to show how much it cost and the figures were under the mark rather than over it. And we pay nothing. Yes, absolutely nothing. Long ago we set ourselves squarely against paying for victories on the path or road. We felt that our full duty to the public was done when we built an honest wheel, listed it at an honest price, and carried out our guarantee to the letter.

Of course all this talk was not inspired by nothing.

A. W. Brown of Hornellsville is in the real estate and loan business. He is a business man first, last, and all the time. Still, a bountiful providence provided him with a good pair of legs to go with his level head which contains, besides the requisite tact to make a successful business man, a love of outdoors and outdoor sports. Possessing these qualities he became, in the natural order of events, a cyclist. He found that he could ride as fast as his fellow-wheelmen—and a little faster. He had a good wheel—a Fowler—and so he decided to try his hand at racing. He did. He won at the races of the

Hornellsville Fair Association three prizes, two of them firsts. We did not pay him for winning these races. He did not expect to be paid and would feel insulted if he was offered pay.

And what does all this signify? That any firm that is ready to spend its money on racing men can get races won on its wheels, but that the wheel that is chosen by the pure amateur, who is in the sport for its own sake, must be a good wheel, must be at the very top, in the matter of construction. That is where the Fowler stands. See?

#### THE JUDICIOUS MAN.

We admire a judicious man. We can afford to. If there were more judicious buyers we would sell more wheels. The following letter from a judicious man explains itself and explains why we like judicious men:

DENVER, August 21, 1894.

THE HILL CYCLE MFG. CO.,  
Chicago, Ill.

GENTLEMEN: Last winter I gave several weeks, as I could find time, to the selection of a wheel that would enable me to do the maximum of work with the minimum of wear and tear to my personal running gear. During the course of experiment I broke down several much-advertised machines, right out of the shop, but am too old a hand with the ancient velocipede to break my shins with the cursed things, as some of my less skilful friends did. The heaviest Fowler (29 lbs.), has proved an easier hill-climber than some of the others on a level, and has gone every day without a squeal or break. Instead of being tired with the day's work, I now have an evening spin out of town for the exercise. I remain,

Yours very truly,

EWING ROBINSON.

#### "TRUTH WILL OUT"

said the jealous bicycle dealer, as he tore the FOWLER TRUTH page out of his copy of "The Bearings" so that his customers would not see its contents and go to trade their wheels for Fowlers with his rival across the street.

At Topeka, Kas., in the Labor Day races the Fowler won the mile open and the boys' race. They were run off Friday, September 7. Hal. H. Hazlett and Lutie Wikadol were the winners.

VESPER & GOLMIS.

#### NEW BICYCLE RECORD.

The "Fowler" Wheel Wins the Gold Medal Offered for the Best Record From Brandywine Summit Camp.

It was "calculated" that C. A. Elliott's bicycle record of 22:20 from Brandywine Camp to Washington street bridge was beyond the reach of any local rider, but Robert Wier and his twenty-one pound Fowler bicycle Thursday last made a "dig" at the time, and easily reduced the record to 21:03. He was paced by L. H. Pyle, also using a twenty-one pound Fowler. These wheels are about the lightest that have raced over this rough course, and the record made by the Fowler will stand for some time.

C. A. Elliott and J. A. Gebhart later in the afternoon and also on Friday tried to beat Wier's time, but failed; time, 21:45 and 21:57, respectively.—*Wilmington, Del., News.*

#### FOWLER BICYCLE MAKES FASTEST TIME.

At the Apollo Club's sports recently, Robert Wier won the half-mile handicap from twenty-yard mark in 1:09 1-5, which is the fastest time ever made by any Delaware rider on any track. J. L. Hanley finished second in three-mile handicap, the winner (a Chester man) having a 400 yards start. Wier and Hanley rode seventeen pound Fowler bicycles, and each won a diamond as prize. During the one-mile handicap Hanley caught a stone in his chain, throwing him heavily; Wier was trailing him and bent his pedal pin badly by striking Hanley's wheel, but pluckily finished, gaining fifth place and beating Gebhart on the homestretch. Wier was the only Wilmington man to win a race.—*Wilmington, Del., News.*

Robert Wier holds the record and prize offered by the McDaniel & Merrihew Cycle Co., of Wilmington, Del., for the best time between Brandywine and Wilmington. He rode a Fowler.

R. H. Dalby, of Virden, Ill., is the happy possessor of a brand new watch and an equally new diamond ring. He rode a Fowler.

Addison Burr won the ten-mile road race at Rockford, Ill., in hollow fashion. He rode a Fowler.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## NEW YORK CYCLE SHOW.

The advance circulars announcing the New York Cycle show are out. According to the circulars the show is under the auspices of the National Board of Trade of Cycle Manufacturers and will be held at Madison Square Garden January 19 to January 26, beginning just a week after the close of the Chicago show. The arrangement of spaces is similar to that of last season and is excellent. The prices asked for space are higher than they were last year and very much higher than at the Chicago show. Spaces can be had from \$75 to \$275 each and those who are anxious for good spaces are offered the opportunity of giving a bonus over the advertised price, the one offering the largest bonus getting the space. The amount of the bonus will be returned in admission tickets. Frank W. Sanger, the manager of Madison Square Garden, is the manager of the show and all communications in regard to it are requested sent to him.

## SNELL'S ADJUSTABLE HANDLE-BAR.

Samuel Snell was a caller at THE BEARINGS office this week. He had with him several novelties and improvements in bicycle construction. The most attractive and useful was an adjustable handle-bar. The bar itself is tapered from the center to either end and gracefully bent. In the center it is fitted with a corrugated forging slightly larger in diameter than the tubing at this point. The lower part of the T of the bar is fitted at the upper part with a forging corrugated to correspond with the corrugations on the bars themselves. On one side it is slotted and fitted with a set screw that, when tightened, makes the two pieces as strong as if brazed together. The bar is simple, light, and easily adjusted, requiring the use of a wrench on but one nut. In these days when newspapers all over the country are preaching against the "cycle hump" and riders are looking for bars that can be adjusted with little bother for scorching or ordinary riding, this bar should find a ready market among manufacturers who cater to the riding public, as they must do if they desire to hold their trade. In crating it will be found easy to pack the bar.

Among Mr. Snell's other novelties was a crank forging. The cross section of this crank is diamond shape with the sides slightly hollowed. It should be very rigid. Another feature of the crank is that the end designed to receive the pedal is a little to one side the center, permitting a narrower tread without narrowing the distance between the ball races in the crank shaft. Mr. Snell also showed a dustproof pedal very similar to the one he supplied last year, with the exceptions that the outer row of balls are entirely inside the end plate, and that the dust cap on the outside, is round instead of square, so that when hit against a curb or other obstruction it will not come loose.

## A NOVEL CRANK BRACKET.

G. N. Jordan who has connected himself with the National Cycle Co., of Bay City, Mich., has been in town for the past week showing some of the practical points of the National wheel: The company's patent crank hanger has a very narrow tread, five and one-half inches, with the ball races four and one-half inches apart, this being brought about by adjusting with the cups and having cones stationary on the crank axle. By working a little out of the usual line of crank hangers the adjusting cups screw on to a steel tube four and one-half inches long, threaded both ends. This band is turned down from a piece of ten-gauge tubing by automatic machinery that gives perfect accuracy on both ends. When the balls are in place in the cups and adjusted in the crank hanger, the ball races are exactly parallel and can be adjusted to one two-ten thousandths of an inch. The sprocket wheel, axle, cones and cups are all fitted together before placing in the frame of the wheel, and, by using a barrel bracket are bound in position by set screw in the bottom of the bracket. By screwing the cups into the steel bracket a practically dustproof bearing is obtained. The whole of the crank hanger can be used as an oil chamber, and the balls can literally be run in oil, their entire diameter.

If such a thing should happen as a broken ball, with this mode of adjusting the remaining balls, coupled with a shape of the ball race, will throw the broken pieces out into the connecting tube, entirely out of the way of the cup and cone, and thus avoid a cutting of the ball race. Should the same thing occur with the old method of adjustment a broken ball would either break the cone or cut the cup, so that the wheel would have to be sent to a factory to be repaired.

The only opening in the crank-hanger is through the top of the bracket and through a small hole in the connecting tube on which the adjusting cups are screwed, admitting only the point of the oiler, when the working parts need to be re-oiled, thus making it proof against the dust or grit working into the ball race. With their other talking points, such as in their patent chain adjustment, seat post clamp, and handle-bar clamp, the National should stand with the best high-grade wheels on the market

## A NOVEL WHEEL.

The sensation of the Springfield meet was Kirkpatrick's safety (?) bicycle. Billy Murphy's bull dog, Titus' monkey, and all the other mascots drop from sight while people stop to wonder at this freak of the wheel builder's art. It is a giraffe safety. And strange as it may seem this freak is rideable. The little darkey, Lem Smith, widely known as the Warwick mascot, is seen here mounted on the wheel. Accompanied by a BEARINGS man, Smith rode the abortion through the streets of Springfield, guiding in and out for carriages and crossing slippery tracks with impunity. The wheel is not top-heavy and steers as any other safety would. Smith rode up and down quite large bumps apparently without a tremor. Kirkpatrick, the eastern representative of the Dunlop Tire Co., has ridden the wheel and Fred Graves rode around the Springfield track. Smith rode up and



did the pedal dismount, a drop of full nine feet. Maltby used the wheel in his dude act and created wild enthusiasm. The wheel was followed by hundreds through the streets of Springfield on the trial trip. One young gamin shrieked "Huh you dink you're smart, don-chee" and Smith, the little darkey nearly had a conniption fit because he could not fly at the kid's head. The wheel is a great ad. Carter's Little Liver Pills people offered \$1,000 for it, if the Beeston-Humber people could not make them another. The wheel is a genuine Beeston, made in the Beeston-Humber factory for a Parisian parade. The prize was taken and upon the return of the machine to England, Harvey Du Cros saw it and purchased it. The frame is ten feet six inches deep, the saddle being eleven feet above the ground. The rear wheel is thirty-six inches, the front twenty-eight inches, geared to seventy-two inches across the bottom. The width is four feet; across the top one foot. The steering head is six feet two inches. The chain is six feet six inches long on either side, thirteen feet of chain in all. The entire weight is but sixty-one pounds. Kirkpatrick has arranged a support on one side which he drops down when his steed is at rest. The wheel base is but forty-six inches.

Mr. Neff, of the Peerless Mfg. Co., was a caller at THE BEARINGS office this week. His firm has had a phenomenally successful season and are making preparations for a big increase in their output for 1895. They are still putting up wheels for this season's trade and have not at present enough stock on hand to fill orders.



## TRADE CHANGES.

New corporations, new firms, business changes, and other items of news among bicycle, sporting goods, and kindred trades throughout the United States.

SCRANTON, PA.—Flory & Holt, bicycles and sporting goods, reported dissolved. C. M. Flory continues.

CHAMPAIGN, ILL.—F. A. Wilske, bicycles, reported to have recorded chattel mortgage for \$500.

WATERBURY, CONN.—F. G. Neubert, bicycles, reported to have recorded chattel mortgage for \$200.

DETROIT, MICH.—Charles Ege, bicycles, reported judgment creditor's bill filed.

TOLEDO, OHIO.—Toledo Cycle & Repair Co., bicycles, etc., S. P. Meng reported realty deed for \$1,200.

LOUISVILLE, KY.—Ed Meglemery, Jr., severed connection with Kentucky Cycle Co., and is now with G. M. Allison & Co.

CLEVELAND, OHIO.—The Motor Cycle Co., 38 Public square, served with three attachments. The Bearings Publishing Co., \$121.34; F. P. Prial, \$300, and the L. A. W., \$90.25.

ST. LOUIS, MO.—Jordan & Sanders, 1331 Washington avenue, bicycles, store burglarized, \$300 worth of bicycles stolen, and money taken.

ST. AUGUSTINE, FLA.—C. F. Hamblen, opened new hardware store, and will add bicycles. Correspondence invited with bicycle manufacturers, and manufacturers of bicycle supplies, looking to accepting agency.

LOUISVILLE, KY.—Hugh Caperton has withdrawn from M. L. Huddleston, and is now with the Cycle Livery Co., Fifth street.

CLINE, TEX.—The Litho Carbon Rubber Company plant seriously damaged during the recent Texas flood.

ELMORE, OHIO.—Elmore Mfg. Co., manufacturers of bicycles, machinery, etc., removed to Clyde.

SPRINGFIELD, MASS.—C. R. Haradon & Son, bicycles, reported as having failed.

FRANKLIN, MASS.—John C. Bowers, bicycles, reported to have recorded chattel mortgage for \$217.

LEMOORE, CAL.—Robert Moore, hardware, bicycles, etc., fire loss of \$1,200 on building, with \$800 insurance, and \$2,800 on stock, with \$2,000 insurance.

THREE RIVERS, MICH.—Puncture Proof Pad & Cycle Co., not incorporated, have dissolved copartnership.

LOUISVILLE, KY.—Spalding & Stiglitz, bicycles, handling Fenton and the Keating, report increasing business, and have rented additional space in adjoining building.

JONESBORO, IND.—James & Combs, hardware, bicycles, etc., reported sold out to Lee Davisson.

FORT SCOTT, KAN.—John Brunny, late of the Warn Hardware Co., will open new hardware store. Correspondence invited with bicycle and sporting goods manufacturers, looking to handling goods.

FREDERICKTON, N. B.—Peter Duffy, sewing machines, removed to Hibernia and will accept agency for good bicycle. Correspondence invited with the manufacturers.

LEWISBURG, PA.—A. S. Meixell, bicycles, reported to have recorded judgments for \$300.

ST. JOSEPH, MO.—St. Joseph Sportsman Supply House, dissolution of copartnership reported.

NEWCASTLE, PA.—A capitalist here connected with one of the important local industries, and also identified with the banking business, is negotiating with a Chicago party, who owns valuable bicycle patents, with a view of organizing a company to establish a bicycle factory.

BRADGATE, IOWA.—M. F. Colkins, hardware, bicycles, etc., on record as having given a bill of sale for \$900.

CHICAGO, ILL.—Standard Sewing Machine Co., of Illinois, incorporated. Capital stock \$50,000. One of the objects of incorporation as specified in the charter is the manufacturing of bicycles.

OXFORD, MISS.—William Jenkins, hardware, bicycles, etc., sold out to the Oxford Mercantile Co., consisting of Benjamin Price, David Carter, Andrew Owen, D. L. Sultan, and others.

DAYTON, OHIO.—Cincinnati Rubber Co., sued by Boston Woven Hose Co., for \$13,419.33, and interest from July 31. The suit is brought in the belief that the company's goods are in the hands of Dayton concerns.

CHICAGO, ILL.—Sieg & Walpole Mfg. Co. was granted a charter by the secretary of state, August 27, for manufacturing and dealing in bicycles, sporting goods, etc. Capital stock, \$25,000.

ORANGE CITY, IOWA.—Marion & DeBooy, hardware, bicycles, etc. De Booy sold out interest to his partner.

BLOOMSBURG, PA.—Bloomsburg Mfg. Co., incorporated with a capital stock of \$25,000, for the purpose of manufacturing brass, copper, and steel articles. Will give attention to the manufacture of bicycle supplies.

LEMARS, IOWA.—E. L. Townsend, hardware, bicycles, etc., succeeded by Dimick Bros.

COLLEGE CORNER, OHIO.—Kennedy & Garver will shortly open new hardware store, and will accept agency for good bicycle.

WASHINGTON, D. C.—J. J. Thompson, room 9, 610 Thirteenth st., will give information concerning desirable bicycle business office for sale.

### Fairbanks Wood Rims Co. Move Their Offices.

The Fairbanks Wood Rim Co. write that they have removed their offices in New York city to their factory at Boston, where they have enlarged their premises and will be able to manufacture an output of treble their past capacity. They have arranged for a large supply of extra quality woods and made extensive improvements in their machinery. Advance in all details of their business is their motto and they intend to always supply the public with as perfect a rim as it is possible to manufacture.

### The Acme Puncture-Proof Strip.

A new puncture-proof strip called the Acme is made of leather which has been chemically treated. The chemicals used make the leather as soft and pliable as cloth, and at the same time render it so tough that it is almost impossible to drive any ordinary sharp substance through it. The Acme strip is readily inserted in any wheel between the outer tire and the air tube, and effectually protects the latter from puncture. The strip is light and does not affect the resilience of the wheel in any degree, and some riders who have given it a thorough test, state that their wheels ride easier than before the strip was inserted. With this strip in a wheel the rider may start out with perfect assurance against punctures of any kind, and be free from anxiety on that score, no matter what the nature of the route traversed.

Full directions for inserting in any tire accompany each set, the price of which is \$5. A liberal discount is allowed to clubs.

The Acme Puncture Proof Co., of Chicago, are the manufacturers, and H. L. Phelps and G. A. Gardner showed specimens of the strip to the editor of THE BEARINGS which fully convinced him it is a good thing.

## A BIG ROAD RACE.

The Globe annual twenty-five-mile handicap road race under the auspices of the Globe Cycle Works, of Buffalo, takes place on Saturday, September 22, over the Globe course, which is one of the finest in America. Entries close on September 15. Their list of prizes is very large and comprises high-grade bicycles, diamonds, watches, parlor furniture. In all they have forty-two prizes to offer. In addition to this, every starter will receive a prize. Penseyres & Haberer, the promoters, are fully capable of making this a great success. No doubt their entry list will be a large one.

## THE TRUMAN PATENT HUB.



CHAS. TRUMAN.

Charles Truman, of Truman & Co., Toledo, makers of the Truman wheel, has had eighteen years of experience in bicycle building in England. Mr. Truman is the inventor of a new adjusting device for ball-bearings hubs, that gives to the bearings and the spindle, a rigidity that has hitherto been unobtainable in hub-bearings. The device also provides for the adjustment of the bearings from the outside instead of at the narrow opening between the fork ends and the hub. The complete hub is composed of a male and female spindle, two cups, and the body of the hub and sprocket wheel, entirely doing away with the use of cones. All mechanics who have seen the hub speak very favorably of it. The company are prepared to make arrangements to license other manufacturers to use the

patent. All Truman wheels will be fitted with the device.

## ARE LOOKING FOR THE LEAK.

ST. LOUIS, MO., August 28.—As a result of the squabble between the Associated Cycling Clubs and the Pastime Athletic Club and the demand, which was enforced, that the latter have entire charge of the box office on last Saturday, they now have a "pretty kettle of fish to fry." The estimated attendance was about four thousand as that was the seating capacity and everything was well filled, bleachers and grand stand. Also the turnstiles and count showed 3,323 as the attendance, but when the official count of the tickets was made today only 1,815 tickets were shown as having been presented, leaving a shortage of 1,508 and the Associated Cycling Clubs are asking how did these 1,500 people get in, and who is going to pay their admissions to us? And the count of the reserved seat checks showed 921 only, while the grand stand seats 1,800 and was well filled, so well filled in fact that the Associated clubs can not be convinced but that there were considerably more than 921 people in it.

They feel that the P. A. C. are rubbing it in to them and are anxiously trying to discover where the leak is and are spending their spare time heaping imprecations on the heads of the P. A. C. A meeting is called of the A. C. C. for tomorrow night to investigate.

The Snell Cycle Fittings Co. are making elaborate preparations to take care of their trade for the coming season which has already begun. They have added to their already large plant, occupying three additional buildings which they have fitted up with the latest patterns of improved machinery. Their drop forge plant is one of the finest, if not the finest, in the United States. In the matter of size it ranks fourth. This will give the readers of THE BEARINGS an idea of the position that this firm has assumed in the bicycle industry of America. As a hustler Mr. Snell ranks second to no one.

The Yost Mfg. Co. will embody in their 1895 wheels a number of new features that will add greatly to the excellence of their wheels and attract attention in the trade. They are figuring on a greatly increased output for next season.

## THE WESTERN TRAIL

is published quarterly by the Chicago Rock Island & Pacific Railway.

It tells how to get a farm in the west, and it will be sent to you gratis for one year. Send name and address to "Editor Western Trail, Chicago," and receive it one year free. 6 JOHN SEBASTIN, G. P. A.

## JUMPING BEANS.

They hop, skip, jump, slide, turn somersaults almost incessantly from August to May. Wonderful product of a Foreign

Tree, Greatest curiosity to draw crowds wherever shown, on streets, in shop windows, etc. Just imported. Everybody wants one. Full history of tree and sample **Jumping Bean** to Agents or Streetmen 25 cts., postpaid. 3, 60c; 6, \$1; 12, \$1.50; 100 \$10. Rush order and be first. Sell quantities to your merchants for window attractions and then sell to others. Quick Sales. Try 100. Big Money.

MENTION THE BEARINGS

AGENTS' HERALD, No. 195 J. B., Philadelphia, Pa.



## ENGLISH TRADE NOTES.

LONDON, Sept. 1.—One of the surprises of the week, to those at least who were not in the know, has been the announcement that the Coventry combination scheme, which many people looked upon as settled, is off, and that in spite of the talk which has been made of the affair the proposed union will not take place. At first sight this may seem strange, but when we consider the matter it is after all only what was to be expected. The firms said to be in the arrangement were for the most part of equal standing and no doubt each wished to be on top in the management of the joint concern; hence the speedy collapse. It will now be interesting to know who paid for the extensive advertising that was done. If all I hear is true the notices which appeared in several, in fact most of the English cycling papers were simply inserted on "spec," and if this is the case the proceeding is not, to my thinking, at all to the credit of the journals concerned. It is worthy of note that the older and better class of papers would have nothing whatever to do with the business, a circumstance which caused some comment at the time, but which is now explained.

Another and in some respects an even greater surprise has been the combination of the Rudge Cycle Co. and the Whitworth Cycle Co. The joint firm should prove a very strong one, though unless the Coventry house has paid over a considerable sum to the Birmingham company I fail to see what the latter gain by the transaction. The Whitworth company should, I think, pay higher dividends than any other firm at present in the trade, and this opinion is shared by others and is further justified by the price of Whitworth shares, which are quoted at nearly one hundred per cent premium. The company is not over capitalized and herein lies the secret of its success—apart of course from the excellence of the machines turned out. The output is, I should say, comparatively small, probably 100 machines per week being the maximum. Rudge & Co., on the other hand, have facilities for building about four hundred machines per week and some three or four years ago—when trade in Coventry was considerably better than it is now—the firm actually dispatched nearly eleven hundred machines the week before Easter, though many of these were of course out of stock. It may be that the Whitworth company require larger premises and if so there is reason in the combination. Otherwise I should prefer Whitworth shares as they were. It is just possible that the affair is merely a matter of company promoting. At any rate the Rudge shares are already showing an upward tendency and will doubtless go higher than they have been for some years, when the combination becomes generally known. One obvious reduction in expenditure will result as a matter of course, and that is that only one instead of two sets of subsidized "amateurs" will have to be employed to exploit the machines turned out by the joint firm. If many such combinations take place several racing men will be out of a job.

The Boudard Peveril Gear Co., Ltd., was duly registered on the 16th with a capital of \$200,000 in \$50 shares—considerably less than was originally intended, I believe. Opinions differ much as to the merits of the gear, but personally I should feel inclined to give it two years in which to die a natural death. This view is shared by one or two of the best manufacturers in Coventry, and has been pretty freely expressed in that city. Humber & Co., however, still appear to believe in the complicated arrangement, despite the fact that the marvelous and "otherwise impossible" records made upon machines fitted with the gear have been handsomely beaten by inferior men on direct geared safeties. Chase has this week wiped out Shorland's 12-hour record by doing 212½ miles on the road on a Swift. Yet Chase is decidedly no class when compared with the Humber rider. It will be interesting to see if Shorland rides the Boudard geared machine in the North Road Club's 24-hour ride on the 15th.

James Robertson, manager of the North British Rubber Co., has penned a very sensible and outspoken letter to this week's *Cyclist* upon the trade outlook, in which he clearly points to the root of a good deal of the depressed and generally unsatisfactory condition of the cycle trade at the present time. Mr. Robertson states the case clearly when he calls attention to the unbusinesslike methods adopted by many of the leading firms. Many houses seem to give credit to anybody who chooses to style himself a cycle agent, quite regardless of the fact that in nine cases out of ten these agents are but men of straw. The pawnshops have been the market for a good many of these gentry, who obtain machines simply with the idea of raising money on them. When the screw is at last put on there are no assets, other than the pawn tickets. Yet there is no difficulty in obtaining more machines by moving to another town and trading under a new name.

There has been a marked falling off in the retail trade both in machines and accessories in the London district during the past fortnight, and a flying visit to Coventry has convinced me that the sudden depression is severely felt in what we are taught to call the home of the cycle trade. The dull season has certainly set in exceptionally early this year.

The silly season has set in, and among other inventions a patent

Atmospheric Cleaver is trotted out—on paper at any rate. It consists of light metal shields fixed in front of the machine, the idea being to cut the air as the rider proceeds. It is a very old thing indeed and of no utility whatever. Still as things go it may do to start a company with. One never knows in these days.

Grose's improved gear-case is a really good thing and for those who do not believe in the oil-bath is very hard to beat. The new pattern has the off side constructed of transparent celluloid so that the working of the chain may be seen without opening the cover. The appearance of the new case is very neat indeed.

I hear that a well-known Coventry firm has let a portion of its premises to the North British Rubber Co. If this is true, and I have no reason to doubt the rumor, it speaks ill for the Coventry trade. Time was when the firm in question wanted every inch of room, but those days are over as far as Coventry is concerned. At least that is the opinion of

WILL O' THE WISP.

## TEXAN TALKS ABOUT TRADE.

HOUSTON, TEX., Sept. 7.—The cycle trade in South Texas it would seem is taking a back seat as regards the northern part of the state. To be sure Houston held up her end the first six months of this year, but July, August, and September have been very dull and the fall prospects are, to say the least, not at all flattering. Galveston has never been much of a factor in the cycle trade, and the past season has been a very poor one.

Reirson & Perl, the largest dealers in southern Texas, are located in Houston, and while their trade the first of the season was exceptionally good, of late trade has been very dull. The firm has done a very large business in Ramblers and there is no other high-grade wheel sold in the city. The Victor agent, who is a contractor, could not be found, but I interrogated those who would be likely to be posted and they stated that as yet he had done nothing, as he had taken the agency very late in the season. The wheels which he had were stored away in some upstairs room in an architect's office.

The Columbia is represented by J. J. Pastoriza a stationer. Although he has had the agency the entire season, not a wheel has been sold. After carrying a couple of sample Columbias for about five months Mr. Pastoriza very generously advertised to make any one who would purchase one a present of \$20 in the shape of a merchandise credit, and would have been glad I should judge, from the length of time the proposition was advertised in the local papers, of an opportunity to sell some wheels on that basis. A bona-fide offer of \$25 worth of anything in the house would not catch them. At last an advertisement appeared in the same space: "Brand new bicycles at cost," and still they stay with him.

Such agencies are a lesson to the person who takes them. In the hands of a good live hustling agent the Columbia should do a fine business in Houston, but to an agent who takes no interest in cycling further than possibly to get a wheel cheap

for his own use, and then makes no effort to maintain prices or advance the sport, there is but one inevitable result—the maker finds his wheels, in that particular point, pocketed in the race while he would receive a share of the business at the hands of a judicious appointee. Houston needs another good hustling agency. One that will promote cycling by taking an active interest in the trade. One firm can keep the interest warm early in the season, but there is nothing like competition for keeping up the interest. I believe two stores in Houston would almost double the business. There should be a good fall trade in Houston, but the outlook forbids much business before '95 models are out.

Houston will be represented at the Chicago show.

The lamp and bell ordinance has at last reached Houston. It went through the council like a flash but stopped there. The local dealers supplied themselves with lots of lamps and bells but the chief of police has not seen fit to enforce the ordinance. There are several hundred wheelmen in the city and should the ordinance be enforced a good trade on lamps and bells would result. Large contracts will soon be let for paving, either with asphalt or brick, which will make Houston one of the best, if not the best, paved cities in the south and incidentally help cycling. The city fathers seem to be in the majority for a two-course brick pavement, but the mayor has vetoed the brick contracts and he is strongly in favor of the asphalt. Either paving is first-class for cycling but the wheelmen favor the brick and it is likely brick will win the battle.

### A Prophecy.

A copy of the *Gazette de France* of July 15, 1818, has the following article written by a foreseeing contemporary. "Velocipedes, the new invention, were scoffed at when they appeared, but will end by carrying the scoffers themselves. Despite a setback from the *Jardin du Luxemburg*, a new circus is to be opened where they will compete for prizes in balancing and speed."

Events have not deceived the confident predictions of the writer of 1818 (when velocipedes were without pedals).





## THE RUBBER OF THE FUTURE.

**The Opinions and Experiments of Professor Berthelot—He is Sure That Rubber Can be Made Chemically.**

Great discoveries, whether scientific or in the domain of nature, rarely fails to impress the intelligent observer as being remarkably opportune. Our grandparents used whale-oil for illuminating purposes, and graduated from whale-oil to the compound known as burning-fluid, a mixture composed of alcohol, turpentine and camphor.

But, just at the time when the whales had become so scarce that the whole cetacean family seemed threatened with extermination, and at the time when the tax on alcohol rendered it too expensive for common use, just then petroleum was discovered in vast quantities in the state of Pennsylvania, and the world was furnished with a new and cheap illuminant. I mention this merely as a very notable instance; but it is only one of many and the great aggregate of similar instances proves the folly of borrowing trouble, lest some terrible calamity,—the disappearance or destruction of some necessary,—should reduce us to a state of hopeless despair.

Of late a cry has arisen, and has been echoed from various quarters, that the supply of india-rubber was becoming exhausted, and that the time was not far distant,—a few years at farthest,—when all the rubber in the world would be used up. The old rubber trees are dying by the thousands, and the tree grows too slowly to even warrant a hope that the new forests will be able for many years yet to take the place of the old.

A statement of this kind, especially when coming from sources to which we are accustomed to look for words of authority and wisdom, is well calculated to freeze the blood of the cyclist, and to drive the cycle manufacturer to the lowest depths of despair. For, without rubber, and the very best of rubber, what becomes of the bicycles?

But, at this critical juncture, lo and behold! a light appears, above us, and a voice from the highest heights of modern science falls, soothingly, and most reassuringly, upon our fevered minds. The voice is that of Professor Berthelot, one of the greatest of living chemists, Professor Berthelot, of Paris, a member of the institute, and an "immortal" of the purest water. *McClure's Magazine* for September devotes an article to the opinions of M. Berthelot, and the article is one that every intelligent cyclist will feel the wiser for having read. M. Berthelot's opinions are those of the most advanced school, and are often startling, but he is probably the most eminent of living synthetic chemists, and he speaks with authority.

Analytic chemistry, long ago, reduced material substances and compounds to their original elements, and it is the province of synthetic chemistry to recombine these elements in such a manner as to produce, in their purity, the innumerable gifts which nature bestows upon us, combined, usually, with substances which we commonly designate as "foreign."

The idea of making india-rubber, by a chemical process, seems, on first thought, impracticable, to the last degree, and even absurd; but when we reflect that the limits and the powers of modern chemistry have never been defined, that they are, in fact, as non-existent as the Greek Kalends, and that chemistry has, already, succeeded in producing, from the simple elements, exact counterparts of substances quite as complex in their nature as rubber, the prophecies of Professor Berthelot sound less like a fairy tale, and more like predictions that we may hope to see fulfilled at no distant day. For rubber of late has attracted a greater share of the attention of the French chemists than almost any other substances; it has been the subject of innumerable experiments, and, the elements of which it is composed having been ascertained, with the exact proportions in which they appear in its composition, it only remains to discover the proper method of combining these elements by chemical means, and, presto! we shall have "chemically pure" rubber, economically produced, and in quantities practically unlimited; and no thanks at all to the rubber tree, except, indeed, for a valuable example and precedent.

Let it be understood that, on the authority of Professor Berthelot, this discovery is, so to speak, on the very point of being made; it is certain to be made, and at no distant day; therefore, the cyclist and the cycle maker can afford to smile at all the stories circulated, deploring the ultimate disappearance of india-rubber.

### Cleveland Machine Screw Co. Enlarge.

John J. Grant, of the Cleveland Machine Screw Co., was a recent caller at THE BEARINGS office. He has been in Chicago in the interest of his company and carries back with him a pocket full of orders for balls and small bicycle parts, as well as for a number of the automatic screw machines which his company manufactures. Mr. Grant says that his concern has experienced a season prosperous beyond their fondest hopes. Plans are ready for an addition to their factory, four stories high and 200 feet long, which will double their capacity. Besides this there will also be offices that will be in keeping with the mammoth establishment.

Mr. Grant will shortly go to Europe where in addition to superintending the setting up of the \$70,000 worth of automatic machine screws that his firm sold to Clement (the great French cycle manufacturer,) he will introduce automatic machinery into other French and English factories and compete with the English makers of balls in their own market. Further, he looks forward to establishing a ball plant in England, where he already has a number of prominent capitalists interested in the scheme.

### The Rambler and G. & J. Tires to the Front.

By the splendid performance of Bliss at Springfield, Mass., on September 6, the Rambler and G. & J. tires regained the much-sought-after

world's one-mile record, placing the figure at 1:52 $\frac{1}{2}$ , and the three-quarter-mile record at 1:23 $\frac{1}{2}$ . Thanks to Fred H. Allen, of Springfield, the Rambler and G. & J. tires also lay claim to the quarter, third, half, two-third, three-quarter, and one mile flying start and the two-third, three-quarter, and one mile standing start, Class A records; also the Class A unpaced mile record, which was made September 7, by W. F. Sims, of Washington, D. C. Time, 2:16.

### New York Tire Co. in Chicago.

The New York Tire Co. has opened an office in the Caxton Building, at 334 Dearborn street, Chicago. The offices are tastefully arranged and furnished, and there is room for carrying stock and repair work. Capt. Frank White has been on from New York in connection with the matter. C. M. Fairchild will be in charge of the office, assisted by R. W. Slusser.

One of the leading manufacturers in America (the Pope company of Boston) has placed its Columbia cycles on the French market. They are wonderful cycles. All who use these machines acknowledge their incomparable good qualities. We advise our readers to visit the great store of the Compagnie Generale des Cycles, 23 Champs-Elysees, who are the French agents for the famous Columbia bicycles. The Columbia gives a good idea of the American cycle industry.—*Paris-Velo*.

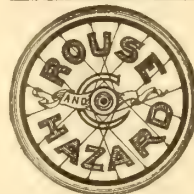
Warman & Schub have discovered that there has been a system of wholesale robbery going on in their factory for some time past. A number of employes have been making it a practice to carry away various parts until they had the material for complete bicycles. The firm have discovered a number of cases where men had done this and arrests followed.

### Recent Patents.

- 523,341. Bicycle seat; Arthur L. Girard, Lincoln, Neb. Filed September 19, 1893.
- 523,342. Wheel; Henry S. Glick, Casey, Ill. Filed November 1, 1893.
- 523,346. Drive-chain link; Charles E. Hart, New Britain, Conn., assigner to the Stanley Works, same place. Filed January 29, 1892.
- 523,365. Pneumatic tire; George C. Moore, Easthampton, Mass. Filed April 12, 1894.
- 523,386. Bicycle saddle; Reinhard T. Torkelson, Worcester, Mass., assigner of one-half to John C. Spiers, same place. Filed June 20, 1892.
- 523,441. Chain shackle or coupling; Robert J. Ray, London, England. Filed December 27, 1893. Patented in England, France, Belgium, and Italy.
- 523,443. Device for inflating pneumatic tires; Robert H. Rice, Fremont, Ohio. Filed November 4, 1893.
- 523,463. Pants guard; John H. Collister, Cleveland, Ohio. Filed November 28, 1892.
- 523,495. Elastic metallic tire; Gregor Walzel, New York, N. Y., assigner of one-half to Stephen Lee, same place. Filed October 28, 1893.
- 523,506. Spindle for vehicle axles; William M. Barnes, Circleville, Ohio. Filed April 24, 1894.
- 523,557. Trousers clasp or guard; George A. Tower, Richmond, Va. Filed March 12, 1894.
- 523,562. Bicycle; Melvin L. Wilcox, Bay City, Mich., assigner to the National Cycle Manufacturing Co., same place. Filed March 6, 1894.
- 523,565. Speed indicator for bicycles; Eugene Boulter, Les Lilas, France. Filed May 10, 1893. Patented in France, Belgium, Italy, England, Luxemburg, Switzerland, and Austria-Hungary.
- 523,596. Pedal and crank for velocipedes; Nicolas Rubinstein, Charles Cluley, and Ernest Clarke, Coventry, England. Filed November 28, 1893.
- 523,688. Tricycle; Ephraim Herrington, Atlanta, Ga., assigner of two-thirds to Alfred F. Green and Robert P. Horton, same place. Filed February 8, 1893.
- 523,729. Apparatus for clamping peripheral bands on wheels; Frank P. Pfeleghar, New Haven, Conn. Filed March 11, 1893.
- 523,831. Bicycle wheel; George H. Chimock, New York, N. Y. Filed March 31, 1894.
- 523,849. Spindle-bearing; Edgar J. Carroll, Worcester, Mass., assigner to William T. Carroll, same place. Filed September 22, 1893.
- 523,877. Drive chain; Ellory A. Baldwin, Upton, Mass. Filed November 7, 1892.
- 523,890. Bell; William R. Mackay, Meriden, Conn. Filed May 28, 1894.
- 523,942. Bicycle; Fayette H. Peck, Clinton, N. Y. Filed April 14, 1893.
- 523,943. Bicycle; Fayette H. Peck, Clinton, N. Y. Filed August 12, 1893.
- 523,944. Seat-post for bicycles; Albert Perkins, Chicopee, Mass. Filed April 28, 1894.
- 523,952. Supporting attachment for bicycles; Henry W. Woodward, Chicopee, Mass. Filed May 27, 1893.

### Mercury Wheel Club Races Postponed.

NEW YORK, N. Y., Sept. 8.—The races of the Mercury Wheel Club, which were scheduled for this afternoon, were postponed on account of rain. The track was in horrible condition and made it positively impossible for riding of any sort. The local papers had given the meet large amounts of space and had it not been for the wretched weather a great tournament would have been the outcome. This makes the fourth postponement to which these races have been treated. Another attempt to run them will be made in about a month.



## List Prices REDUCED ONE-HALF

On Warranted Bicycles of  
this year's make. . . .

### LIBERAL DISCOUNTS TO AGENTS

From our reduced prices.

No such reliable goods at anywhere near the prices have ever been offered. Dealers can meet any competition in the U. S. at the present time with these goods.

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 26-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchor (highest grade, thoroughly reliable)	150.	60
'93 Ladies' Regis, weight, 32 lbs. Highest grade	150.	75
'93 30 lb. Scorchor Sylph (Received highest award World's Fair)	150.	75

**Liberal Discounts from these prices.** Send for Special Bargain List and Discounts. Buy a sample machine, it will not cost you much, and you will be convinced these cycles offer the best value on the market today and are ready sellers.

**ROUSE, HAZARD & CO., 142 G STREET PEORIA, ILL., Manufacturers.**  
MENTION THE BEARINGS.



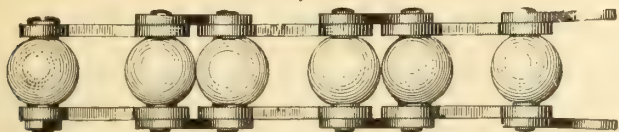
**Steel Rims are Good Stayers.**

The Gormully & Jeffery Mfg. Co. have turned out some light G. & J. racing tires. The outer cases weigh seven and a half ounces each, and have successfully withstood the usual tests at an air pressure of over one hundred pounds. The winning of hundreds of races, the breaking of world's records on steel rims, and the extreme lightness of the racers which this company have turned out for practical use, have knocked into a "cocked hat" the theory that some other kind of rim besides steel ones must be used in the construction of light racers. Bliss' racer weighs but fourteen and a quarter pounds, and that ridden by "big" Wells (whose weight is 203 pounds) at Denver, when he played havoc with the Class B men, is only sixteen pounds.

**...FANNING'S...**

**Miniature Friction Ball Chain**

PRICE, \$6.00.



PATENT APPLIED FOR.

The greatest success in a ball-bearing chain ever attained. It is the recognized scientific solution of what an easy-running chain should be. Friction reduced to a minimum. Greater speed. Wears longer. Needs no oiling. Does not catch or bind on sprocket. Requires less power. Is noiseless, and the only chain for dusty or muddy roads. These improvements will make any wheel wear a greater length of time. No rider of a bicycle should be without this great improvement. There is no grease to get on clothes, and it is a self cleaner. Will fit any standard sprocket wheel. Express charges prepaid when cash accompanies order. MANUFACTURED BY

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WANT AGENTS EVERYWHERE.

**RALPH TEMPLE CYCLE WORKS,**

158 22D STREET, CHICAGO.

MENTION THE BEARINGS.

**TRADE BOOMS IN NEW YORK.**

NEW YORK, N. Y., Sept. 10.—The Wilson-Myers Co. are now fairly settled in their new store, 4 Warren street, and their show windows are decidedly attractive. Business has been, and is, exceptionally good with the makers of the Liberty, which wheel has won its full share of laurels in racing this year. "Jake" Bretz was presented with quite a novel gift a few days since, in the form of the first spring-frame bicycle ever built. Walter Sanford, the proprietor and manager of Niblo's Garden on Broadway, found the machine in the sub-cellar of the theater, while looking around to see what he could discover. It has been there, to the best of any obtainable knowledge, since long before the war, this theater being one of the oldest in the city. Rust had collected on it to the depth of half an inch. The bicycle weighs over 180 pounds and is built as follows: Size of front wheel, 48 inches; rear wheel, 38 inches; iron tires encircle the wheels; the saddle is placed on a piece of spring steel about four feet long, and running from the head of the wheel in a semi-hump to a point just above the rear forks. There were no pedals on the relic and the backbone is of solid iron and at different parts of the curiosity are screws, nuts, bolts and chains which can not be accounted for, study as one may. Bretz surprised Mr. Wilson, of the firm, a few days ago by asking him to examine the '95 model, just from the factory. Wilson was led down into the basement and shown the wreck, at which he expressed himself in a characteristic manner.

H. A. Lozier has been in the city several days, and about trade in general he expressed himself as thoroughly pleased with the season of 1894, but believes the coming year will totally eclipse all past records, so popular have the Cleveland wheels become. Here in Gotham these bicycles are as thick as milk wagons on the streets at 4 a. m. Democrats and republicans alike are enthusiastic over the Cleveland.

Elliott Burris attended a meeting of the League Cycle Co. at Hartford last Thursday and upon his return to New York reported everything in good shape at the factory. Mr. Steffner, of the firm of Steffner & Sloan, Chattanooga, Tenn., was in Hartford Thursday, Friday, and Saturday and left a contract for a large number of chainless wheels for the season of 1895. Mr. Steffner was also appointed exclusive agent for Tennessee and Georgia. In Brooklyn and New York, several new agencies have been placed, the total number now including Von Lengerke & Detmold, 8 Murray street; Bidwell-Tinkham Co., 310 West Fifty-ninth street; Albert & Gannon, 304 West Thirteenth street; Mark's Adjustable Folding Chair Co., 71 Broadway; Thos. McKay, 28 Broad street; and F. C. Rowland, 145 East One Hundred and Thirty-Eighth street, all in this city. The following are located in Brooklyn: Weschler & McNulty, corner of Fulton street and Bedford avenue; C. W. Ladd, 1313 Bedford avenue; W. O. Tate, 307 Flatbush avenue; Shepherd & Shepherd, 465 East New York avenue. The head office of the company in New York is located at 64 Cortland street.

This has been the most prosperous year ever known to the American Ormonde Cycle Co., 10 Barclay street. C. A. Underhill, of the company, said in speaking of the plans for next year's business: "We shall do a strictly spot-cash trade, but our prices will be so low that spot cash will not mean much more than one would have to pay as a first installment at an ordinary store. If a responsible party comes to us and states the number of wheels he has to sell as a job lot, be it one or one thousand, we will close the deal at a price which will allow us to resell the machines at astonishingly low figures."

The Raleigh Cycle Co., 2081 Seventh avenue, have inaugurated an early closing system which gives to the corner of One hundred and Twenty-Fourth street a decidedly gloomy appearance after nightfall. Ever since the opening of this magnificent store the brilliant electric lights have sent forth a veritable flood of cheerfulness, but now the place is closed at 6 p. m. daily. Geo. S. MacDonald having gone to Europe, and the fact that Raleighs may be purchased at such low prices in every job lot store in the

**THE BEST OILER  
IN THE WORLD**



**Does not leak.**

Regulates supply of oil to a drop.

The oiler is absolutely unequaled. If you ride a high-grade wheel be sure to get a "PERFECT" even if it costs a few cents more. Price 25c. each.

**CUSHMAN & DENISON, 172 9th Ave., New York.**

MENTION THE BEARINGS

**JULIUS ANDRAE,**  
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Sole Agents in the Northwest for...

**THE CRAWFORD LINE**

**CRAWFORD MFG. CO., Hagerstown, Md.**

MENTION THE BEARINGS.

Manufacturers.



city, leads persons to believe that the Raleigh company, in America, will not be known after January 1. If Zimmerman races next year, it will not be on a Raleigh, but on a wheel to be manufactured by the company in Freehold, N. J., of which both "Zim" and MacDonald will be members.

Keys & Brandon, uptown agents for the Remington wheels and extensive repairers, have removed from 2074 Seventh avenue.

The uptown Liberty store, under the management of Stephen T. Moen, 1786 Broadway, near Fifty-eighth street is in business for the purpose of accommodating customers, no matter what their wants may be. Renting, second-hand wheels, or installment business, it makes no difference which. Moen has attended to every detail and is as valuable a man in the uptown district to Wilson-Myers, as is Alexander Schwalbach in Brooklyn.

The Lyndhurst people, Messrs. McKee & Harrington, have demonstrated what large heads and fertile brains they possess by negotiating with Grosch, Scott, and Royce to ride their machines in the races this season.

Of course these men are not Class B men, but the manner in which they romp away with the majority of open events in the metropolitan district has made for them a name just as well known as the leaders of the promoters. Blauvelt, who has been riding a Lyndhurst in all his races of late, has changed to the Spalding, terms private.

E. A. Boffinger, another Class A man, is riding a Columbia, terms again private.

L. C. Jandorf & Co., 116 and 118 West One hundred and twenty-fifth street, are as busy as bees with their fall clearing sale, and the one motto which this firm seems to stand by—"Wheels for money—quick action"—is being lived up to. To attempt a description of the many real bargains to be found in their stock, would be too severe a task for our limited space. Suffice to say, the advertised "slaughter" in prices is as represented.

Gormully & Jeffery's store, at the corner of Broadway and Fifty-seventh street, is the scene of a special drive in sundries this week. Bells, sweaters, supporters, enamel, padlocks, and such stuff are being sacrificed at about thirty cents on the dollar merely to clear out a lot of this season's stock, preparatory to the arrival of fresh goods. The riding school over the store is patronized as much as ever, the season of the year, apparently making no difference.

One can buy a wheel at the store of W. C. Hodgkins & Co., 300 Broadway, at any price from \$25 up to \$150. Crawfords and Unions are selling equally well, and W. H. Webster, the cycle department manager, expresses himself as really surprised at the way trade has kept up.

The Overman Wheel Co.'s local branch, at 23 Warren street, have added to their stock of wheels, a fully equipped athletic department, in which positively everything of the high class of sporting goods is to be found. W. H. Walker, head salesman at the store, is kept busy selling goods, but like the jolly good fellow that he is he never complains. The

various cycle papers throughout this section of the country have labeled Mr. Walker different times as "manager," "proprietor," and "boss." He wishes it to be distinctly understood that he is nothing but "chief roustabout" and as such he would like to be known.

If there ever was a doubt as to the sterling worth of the Spalding bicycles, it can not stand after F. J. Titus' wonderful record of 10:51 and a fraction for five miles last Friday at Springfield. Put a lightening express train on an old-fashioned corduroy road, and turn it loose, what is the result? Some pretty speedy traveling, undoubtedly. But on the other hand, place that same train on a perfectly ballasted railroad, and lo, the difference is like unto a good man on a good wheel, compared with the same man on a cheap, poorly constructed machine. A bicycle must necessarily be perfectly constructed to carry a man five consecutive miles at a 2:10 $\frac{1}{4}$  pace, and that was what the Spalding did with Titus. This record places W. B. Young's name among the best trainers of the year. Six months ago the average cyclist would have said, "the only *real* trainers are Eck and Leeming." Now, however, he must need make it "Young, Eck and Leeming." It is "Billy's" everlasting, cheerful disposition, and conscientious work that has made F. J. Titus the crack-a-jack that he is.

#### AMERICAN WHEELS IN ENGLAND.

J. R. Nisbet, the editor of the *Scottish Cyclist* was a caller at THE BEARINGS office last week. He thought after visiting a number of cities in this country for the second time within a year that there was no longer any chance for foreigners to sell bicycles in this market and, on the other hand, that it would not be long before American made machines would be sold largely in Great Britain. The chief obstacle in the way of their being sold there now is the public impression that Americans can not build as good wheels as the English makers, an impression that could only be eradicated by the American maker sending racing teams to compete in England, which could be done only in case Class B or its equivalent should be adopted by the National Cyclists' Union.

"I can not see," said Mr. Nisbet, "but what you build bicycles quite as cheaply in this country as they do in England and the methods are certainly better. A large per cent of the machines sold in Great Britain are sold in the neighborhood of \$65. Of course these machines are not what an expert would ride but do very well for the average wheelman."

A plucky Belgian cyclist insisted upon pedaling upon the canal towpaths, although he was forbidden to do so by the authorities. He allowed himself to be fined and then prosecuted the case in the courts, and now, thanks to the courageous cyclist, towpaths are open to cyclists by a decision of the courts. Two Liege cyclists refused to pay toll over the Argenteau bridge. They were arrested and acquitted.

*Lu-Mi-Num.*

ST. L. R. & W. G. CO.,  
St. Louis, Mo.

DOWNSVILLE, N. Y., Sept. 1, 1894.

GENTLEMEN: We enclose you check for the ladies' LU-MI-NUM. To say that we are pleased with it would put it too mildly. The young lady has already a C— and was offered a *new* machine of the same make by the local agent for her old wheel and \$40.00, but she chose to buy a LU-MI-NUM and thinks that she is more than repaid.

Yours truly, W. E. HOLMES & SONS CO.

*Lu-Mi-Num.*

ST. L. R. & W. G. CO.,  
St. Louis, Mo.

RACINE, WIS., Sept. 3, 1894.

GENTLEMEN: I am much pleased with the LU-MI-NUM. I took a 30 mile run yesterday, although the roads were bad, and I have been riding for ten years and have owned and ridden many wheels, but never had one to suit me so well as this. To use an English expression, it is a very "sweet" running machine and the steering is beautiful.

Yours respectfully, JOHN W. KNIGHT.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Mention The Bearings.

**"O. K." Lightning Dryer Liquid Tire Cement**

For wood or steel rims; no heat required; warranted not to creep; tire can be used in 10 minutes. This cement requires only one quarter as much as any other; consequently the most economical.

F. C. AMES & CO., 335 Broadway, NEW YORK.

MENTION THE BEARINGS

Manufacturers of the "O. K." Specialties.



# THE BEARINGS

Vol X  
No 8

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, SEPTEMBER 21, 1894.

## SURREY CUP RACE.

### J. Platt Betts Lands It—A Hollow Victory—New English Hour Record.

LONDON, Sept. 18.—Although rain fell heavily early this morning, Surrey B. C. luck asserted itself, and the usual fine afternoon favored the old club at their autumn meeting at Kennington Oval. The four-lap grass course was in capital order, barring a lingering dampness which rendered the grass records safe. There were 10,000 people present, rather a falling off on previous gates. A slight innovation was adopted by the employment of official "pushers off," instead of the personal attendants of the riders. This worked well and kept the inclosure clearer than ever. There were two first-class bands, which performed alternately. The results of the racing were:

One-mile handicap, nine entries, final heat.—Owing to the wind the short-mark division had no chance. C. Hubbard, 70 yards, first; F. Skowrouck, 150 yards, second; J. J. Hardy, 70 yards, third; W. T. Martin, 60 yards, fourth. Won by two yards. Time, 2:34 $\frac{1}{2}$ .

Half-mile scratch, Sydney challenge trophy, twenty-three entries, final.—Only three started in the final, which was a crawl for one and a half laps, when Lambley passed to the front, and was never caught after sprinting commenced, although T. Osborne made a gallant effort to ride wide and tie him on the tape, failing only by inches. P. W. Brown a good third. Time, 1:51 $\frac{1}{2}$ .

Five-mile tandem safety handicap, nineteen pairs entered final, four pair started in final.—Hill and Wheelock won by 20 yards, the brother Lewis, after a magnificent struggle with J. Green and H. B. Howard (Comet C. C.) beat them for second place by a yard. Yates and King retired. Time, 13:39 $\frac{1}{2}$ .

Ten-mile Surrey Cup race, thirty starters. Positions were drawn for beforehand, and the men were ranged in five rows. Two lap prizes were offered for the two men leading the greatest number of laps. The field went off at a good pace, Osborn assuming the lead, followed by Lambley, who soon made a vain effort to get away from the crowd. Robertson then led for twenty laps, and escaped a fall at five miles when Watson, Thisleton, Soanes, Winchurch, and Lambley all came down and retired. Later Stroud and Fisher collided and retired. At eight miles only six were left in and the race lost all interest, Ainsworth leading the string at a tame pace. In the scurry at the bell Platt Betts got inside position, and won a fine last quarter by six yards from J. A. Robertson, who was two yards in front of E. H. Ainsworth. R. A. Marples was fourth; H. W. Bradbury, fifth, and A. E. Walters last. Time, 31:27 $\frac{1}{2}$ . One of the tamest and most disappointing cup races ever witnessed. Robertson won the lap prize.

The management of the meeting was splendidly carried out, and the time table rigidly adhered to. Pem Coleman timed, assisted by Dring. H. H. Griffin handicapped, and G. W. Atkinson judged. The usual rush of the crowd occurred at the close, but no inconvenience resulted. The telegraph boards were splendidly worked, and the press had no difficulty in securing the time and leader for every lap in the cup race. Had the day been warm and the grass dry, a very different contest would have been witnessed.

Although the meeting held at Herne Hill last Saturday by the Anerley C. C. was not an open meeting, the limited attendance of spectators witnessed many stirring incidents. The Daneville, Argus, and Anerley clubs ran off their respective club championships, in addition to which the programme included a couple of handicaps and the

### Creation of a Mile Record

for the type by a triplet crew. W. Taylor, T. Butler, and R. Clarke, all of the Inflexible C. C., started on a triplet safety geared to 103 inches. They went off with a flying start, accomplished the quarter mile in :27 $\frac{1}{2}$ ; half, :36 $\frac{3}{4}$ ; three quarters in 1:27 $\frac{1}{2}$ , and the full mile in 2 minutes dead. This is the fastest mile ever ridden on a track in England. C. G. Wridgway carried off the five-mile Anerley championship, beating G. E. Osmond, who retired early. Time, 11:47. F. W. Weatherley, the holder, had little difficulty in reasserting his claim to the five-mile Argus championship. It was in the twenty-five-mile Daneville championship that the excitement of the

afternoon occurred. G. R. Martin had announced his intention of going for record, and some fast pacers were accordingly provided for him. He soon drew away from the field and wiped out all previous records (Heine's) from three to eight miles inclusive, missed the nine miles by 2 $\frac{3}{4}$  seconds, and ten miles by 3 $\frac{3}{4}$  seconds. Martin then got inside Shorland's Cuca records at eleven miles, creating new British records right away to 26 miles 1,103 yards, which he covered inside the hour. At the time the figures were believed to be world's records, but on the previous Wednesday Dubois had ridden 417 yards farther in the hour at Bordeaux—a fact discovered later. Early in the race four men fell in the homestretch and later, just as Martin had finished, a spectator crossed the track and brought down the whole field including pacers and two tandems. The track was strewn with wrecked machines and it was almost a miracle that nobody was seriously hurt. Martin's intermediate times were: eleven miles, 24:43 $\frac{3}{4}$ ; fifteen miles, 33:41; twenty miles, 45:07 $\frac{1}{2}$ ; twenty-five miles, 56:24 $\frac{1}{2}$ .

G. R. Martin is a youngster, about nineteen years of age, weighing about nine stone. He came into prominence last year in club races, but his reputation was made at Kensal Rise track this spring when he defeated A. J. Watson and a large field in a ten-mile race with the greatest ease. Although known by his club mates of the Daneville and Mid-Surrey clubs to be a very fast rider, he has never before shown such pace and staying power as he exhibited last Saturday. Like A. J. Watson, Martin is the son of a licensed victualler.

During this week the Pneumatic Skate Mfg. Co., of Birmingham, have been holding

### A Public Trial of Their Road Skates

on a small rink in the St. Stephen's Great Hall, Royal Aquarium, Westminster. The admission being free, and some twenty pairs of skates being placed at the disposal of the public, some little interest has been displayed. Ice skaters find it easy to travel on the pneumatic skates, and roller skaters easier still. The speed attainable is claimed by the company to be from nine to twelve miles an hour, but it is doubtful, I think, if an untrained skater could maintain anything like that speed for an hour at a stretch. Each skate possesses two three and a half inch pneumatic wheels and weighs three and a half pounds complete. The skates are quite silent on any surface and are adapted for use on roads, lawns, and pavements, as well as on rinks. Already a club has been formed in Streatham for the purpose of taking road trips on the skates. The skates were first seen at the last Stanley show, and now every preparation has been made to place them on the market. The pneumatic skates are without doubt much faster than roller skates, but to compare the exercise with cycling is, of course, absurd.

On Thursday, E. Dance made a reduction of the Brighton and back record, beating S. F. Edge's time of 5:52:30 made last year by 12 seconds. It will be remembered that E. Dance was the holder of the record prior to Edge beating his time, so that he has now regained possession of his former honor.

Last Saturday T. G. King, a forty-six-year-old veteran, put in a splendid 12 hours ride on the North Road. Between 7 a. m. and 7 p. m. King covered 191 miles. He was magnificently looked after by his friends, and the weather was perfect. He started and finished at Hitchin.

Mrs. J. Huntley McCarthy, *nee* Miss Cissie Loftus, the charming and youthful impersonator of music hall and theatrical favorites, whose recent elopement, marriage, and emigration with Justin McCarthy's son have filled the newspapers, quite recently became a safety rider.

Quite a plethora of 12 hours' races loom before us. Next Saturday the Pegasus C. C. will hold a 12 hour at Kensal rise; on the following Saturday the Anchor Shield race takes place at Herne Hill, and on October 13 Percy Litchfield's second 12-hours comes on at Putney. Today's 12 hours of the Polytechnic C. C. at Kensal Rise has been postponed owing to insufficient entries.

Last Saturday's Bath Road open 100-mile on the road resulted in a victory for F. D. Frost, who beat C. A. Smith by three yards after a series of ineffective sprints on the part of each to leave the other. Time, 5:32:07. S. F. Edge was unable to start owing to illness. Saturday's race was the fifth of the series, four out of the five having now been won by North Road men, last year's winner, S. F. Edge (Surrey B. C.) being the only exception.



## WILL THERE BE TWO LEAGUES?

**One New York Man Thinks There Will Be Two Cash Prize Leagues—Candidates For Class B.**

NEW YORK, Sept. 17.—Chairman Howard E. Raymond, of the L. A. W. Racing Board, will explode a bomb in the camp of Class A men before October 1, which will cause genuine consternation among these "pure lambs," many of whom have been happy in the thought that the shrewd chairman has overlooked this or that. In conversation with his highness at the race meet of the Harlem Wheelmen last Saturday, it was learned that the guilty men had been given plenty of rope with which to hang themselves, and now that the season is about over they have connected themselves with the makers so openly that out of the fifty odd cases under investigation there will be fully forty beheadings. Some of those who will surely go are, W. F. Sims, George C. Smith, E. L. Blauvelt, Monte Scott, G. Fred Royce, Paul Grosch, F. J. Jenny, F. E. Doup, C. T. Earl, A. Kluge, George P. Kuhlke, F. F. Goodman, Fred Nagle, E. A. Boffinger, A. A. Gardiner, A. W. Porter, F. M. Haggerty, F. H. Allen, F. L. Knapp, C. G. Williams, O. P. Bernhardt, D. F. Maltby, and enough more to complete the list of forty. Watch the fun when the band begins to play and the guillotine commences to work.

Pat Powers, the baseball magnate and one of the prime movers in the National Cycling Association last year, held a long confab with J. Walker Spalding today, immediately after which he inquired earnestly of a racing man, who happened to be standing in the store at the time, whether or not Howard E. Raymond was to be found at his office in Brooklyn, or whether he was out of town. He seemed much relieved when he was informed that he could see Mr. Raymond either today or tomorrow. This makes an interesting study, inasmuch as Egan, Bunnell, and Merrihew are not on what might be called good terms, from a business standpoint, with Powers,

### The Trouble Originating Last Fall,

toward, or at the end of the N. C. A. circuit. Now then as a guess, let us say that Powers, having read in THE BEARINGS of last week the account of the new cash prize league, and figuring out that he would be compelled to get unto himself rapid action if he wished to get some of the cream, calls on Raymond and suggests that Spalding, Powers, and others of their caliber organize an opposition professional league, with Howard E. Raymond in it as a high official with a fat salary. Or again, suppose that, having gained Raymond's promise to take hold, Mr. Powers says to Raymond, here are so many shares gratis.

It at once becomes Mr. Raymond's duty to study the records of the Class B "diamonds" up to date, and should this be done, with the aid of a powerful magnifying glass, enough flaws could be discovered in the matter of prizes sold, cash received for pacing, and cash received for exhibition riding, to stock the Spalding-Powers-Raymond cash prize league, with the fastest men in the country.

Once these Class B men are declared professionals, and are no longer able to race as amateurs, it immediately resolves itself into a hard cold fact that "something must be done."

Which shall they join, the cash prize league, which Morgan, Bunnell, Egan, and Merrihew are running, or the game being managed by Spalding, Powers, and Raymond. While the former crowd are responsible people, the others are more popular with the men, which would settle the whole thing from that point of view, and they would choose the latter. The rules of both associations will debar their members from riding at the meets of the other and—there you are.

It's one hundred to one that we will experience

### A Cash-Prize War in 1895,

and the odds are about four to one that the Spalding-Powers-Raymond league will get all the crack-a-jacks, who are now Class B men, against the other people's Prince-Schock-and-Ashinger class of competitors. The foregoing is not stated as a fact, but like a recent note in THE BEARINGS in regard to Frank Egan's plans, is only a pretty good guess on the private condition of affairs to date.

When the note about Egan referred to was printed, "Senator" Morgan laughed long and loud, winding up with these words, "That was as good a guess as was ever made, and you are nearer a big story than you have any idea of." At the same time the New York Recorder ridiculed the idea, and called it "An effusion of one of the cycling journalists who is the laughing stock of the sport," or something to that effect. If the cycling editor of the Recorder was possessed with a few "effusions" himself of the same stock, he would not find himself "scooped" as he is so often by "that same cycling journalist who is the laughing stock of the sport."

## ECHOES OF SPRINGFIELD.

SPRINGFIELD, MASS., Sept. 18.—Echoes of the tournament indicate complete satisfaction with both the management and the racing men, with one exception, the award of the close finish to Tyler instead of Bald. Some of Tyler's strongest admirers insist that it was Bald's race, and Harry, who has been losing friends ever since the tournament began, has lost more by this decision. Had it been declared a dead heat the difficulties would have been settled satisfactorily to all parties. As it is Bald's friends will always insist it was his and the fact that Tyler lost every thing and Bald won gives color to the assertion,

The S. Bi. C. makes from \$2,500 to \$3,000 above expenses. This is fully as much as was expected, but shows the

### Interest Taken by Springfield

and surrounding cities in the sport. The club can well feel encouraged to continue its efforts to provide the best tournaments of the year. The attendance is always sufficiently large to yield a handsome profit. The success this year makes the clubhouse the property of the club and another year will give a handsome surplus.

President Miller expressed himself as perfectly satisfied with the meet and declares it was the best ever held. He still insists that he shall

### Retire From the Presidency

at the next election, but what the club will do without Mr. Miller to guide it over some of its rough places it is difficult to imagine. He has worked long and hard to get it where it is and his retirement will leave a vacancy hard to fill.

Perhaps the resignation of Consul Perkins at the annual L. A. W. meet is partial explanation of Mr. Miller's retirement. Mr. Miller is vice-consul and there are indications that he would like to step up. There is no reason why he shouldn't. He has said he would accept the vice-consulship, why not go further and make him consul. It would be a fitting recognition of the services of an earnest enthusiastic wheelman. Possibly the announcement of retirement from the presidency of the S. Bi. C. was influenced somewhat by intimations that Mr. Perkins intended to resign leaving the way open for promotion in the League. All of Mr. Miller's friends in this city will use their influence to secure his election.

### Representatives of the Press

were never so well cared for as they are at the Springfield tournament. They have the best seats on the grounds. Cigars are passed several times during the day and other refreshments are sent around frequently. Every courtesy is shown them in getting information and all members of the club and track officials vie with each other in assisting the reporters in securing accurate information. W. O. Cohn, the present chairman of the press committee, discharged his duties faithfully and well. The thanks of the reporters are his due for his excellent management. Every one feels that he was treated fairly and given the best he could have under the circumstances.

The track and training quarters are deserted after the busy scenes of the past few weeks. Scarcely any are left, though some will return and try for records later this fall. Most of the racing men left Friday for last Saturday's races in New York. Sanger, Tyler, and Bliss are the only ones of any prominence left.

### Sanger and Tyler are Doing Nothing

but resting and getting in good condition for the rest of the season's work. Their first date is at Philadelphia, September 22. They go to Baltimore September 25-26, Norfolk, September 27, Wheeling, September 29, and Waltham, October 4.

Bliss will stay here awhile and when thoroughly rested will try for the standing paced mile record now held by Tyler.

The first racing date of the Rambler team is Williamsport, Pa., tomorrow. It appears at Reading, September 21, Philadelphia, September 22, after which it takes the regular western circuit and returns to Waltham October 4.

MacDonald and Murphy, of the Columbia team, were at Manhattan Field, N. Y., last Saturday, will be at Williamsport, Pa., September 19, Reading, September 21, Philadelphia, September 22, Baltimore, September 25-26, Pittsburg, September 28, Wheeling, September 29, Danbury, Conn., October 2, Waltham, October 4. Bald went home after the races for a rest and

### Will Join the Team Later.

This schedule applies to all the teams except the Stearns and Rambler which did not go to New York and will skip Pittsburg. Titus was at New York last week and is following the circuit.

The Cleveland and Sterling teams are on the circuit, but Maddox is out of condition and Kennedy isn't yet over his fall in the trial heats here.

According to present plans the only team to try for records here will be the Union team. The Columbia, Rambler, Stearns, Sterling, and Cleveland teams all intend to go south, where the season is longer, for the final trials.

### Road Records.

The following records have been accepted by the Century Road Club of America: W. H. Whitehead, Memphis, Tenn., ten miles, time 29:10, August 14, 1894, state record. H. R. Renshaw, Denver, Colo., ten miles, time, 27:05, June 9, 1894, American record. Lloyd Wilmans, Dallas, Tex., Dallas to Van Alstyne, distance, fifty-five miles, time, 3:55:00, June 30, 1894. R. P. Searle, Rockford, Ill., Rockford to Chicago, distance, 102 miles, time, 6:50:00, July 19, 1894. Edgar Boren, Dallas, Tex., ten miles, time, 28:50 1/4, August 27, 1894, state record.

H. P. WALDEN, Chairman Road Records Committee.

### The Fifty-Mile English Bicycle Championship.

LONDON, Sept. 15.—The race for the fifty-mile championship of England was ridden at Herne Hill today. Green won it. Time, 1:56:40 1/2.



## MILWAUKEE TO THE FRONT.

**What Dame Rumor Says About W. C. Sanger and W. F. Sanger  
—Milwaukee Streets and Avenues Improved.**

MILWAUKEE, WIS., Sept. 18.—There is a rumor afloat in this city that this is the last year that Walter C. Sanger will be seen on the race track as an amateur. There is every reason to believe that he will join the ranks of the professionals next season, and once more ride against Zimmerman and the other fast men who have flopped over. His friends here say that they have not been informed of his intentions next season, but it is known that ever since Zimmerman began to make money, several of the fast men in the L. A. W., including Sanger and Johnson, have been considering the advisability of racing for cash prizes. A local sporting man, who is thoroughly posted on racing matters, said today: "Sanger has not been doing his best this season and in my opinion he has some object in view. He has ridden well at times, but again there were races in which he let inferior riders run away from him. All this I think has been done with an object. There is no doubt in my mind that Sanger has better staying powers as a rider than any other man who ever rode a wheel. Recently when the eastern trainers were here I had a talk with a number of them and all agreed that Sanger was the best-built man for the track who is racing today. I have watched his riding rather closely this year and I think I have found out what his game is. It is my opinion that Sanger has thrown away a good many races and that toward the fall he will become, or signify his attention of becoming a professional. In that case an attempt would undoubtedly be made to get up a match, for a large purse, between him and Zimmerman. Such a race would be a big thing and would draw well. Sanger knows that he could have done much better, financially, if he had raced in the professional ranks this year."

### "Look at Zimmerman.

Had Sanger rode against him you can gamble that he would have captured a good share of the winnings which have been carried off by 'Zimmy.' No, I do not believe that Sanger will race for trophies after this season, because he sees that there is little but glory in it for him."

There are others in the city who share similar opinions and believe that Sanger could have done better work than he has done. His work at Springfield last week showed that he can ride as fast, and faster, than the best of them, and all this goes to strengthen the rumor that he has been planning to secure a match with Zimmerman when he does join the professional ranks. There are plenty of men who will back the Milwaukeean if such a match is arranged.

Sanger is said to have planned to ride against records the latter part of the season, and his friends here have no doubt that he will clip several of his own records. While he may not be able to ride as fast as some of the horse-paced riders, there is a reasonable certainty that he will not be lacking when it comes to legitimate racing. He is in splendid condition at present and ought to do good work. The place where he will ride has not been decided upon, but it will probably be Springfield.

Another member of the Sanger family who is fast developing speed, and who already has climbed to the top as one of the foremost riders of this state, is Willie F. Sanger, a younger brother of Walter. At Ripon recently when the state meet was held there it was only by a few feet that Louis Reed, the

### Present State Champion,

defeated Willie Sanger. He has demonstrated his ability as a rider several times before this season, and will doubtless take part next season in many races. He is an enthusiastic wheelman, but heretofore his father has not allowed him to go into active training on account of his age. Only last week at Menominee, Mich., he and Harry Warner rode a half mile on a tandem and broke the state record in 1:14 $\frac{3}{4}$ . Sanger then rode a half mile against time and broke the state record in 1:11 $\frac{3}{4}$ . On the following day he rode a half mile in 1:10 on a muddy track. There has been some talk that Willie Sanger may join Class B next year, but as yet he is undecided. At the meeting to be held at National Park next Saturday he and Louis Reed will meet and settle old scores. He will also ride against state records.

Milwaukee streets at present are pretty well cut up, but no complaints are heard from wheelmen, who are enthusiastic over the improvements that are being made. About two miles of asphalt pavement is now in the course of construction, while several miles of other pavement is being laid. When the asphalt is completed the riders will have a splendid course in this city. Grand avenue from the river to Fourth street and from Eighth street to Thirteenth street; Wisconsin street from the river to the lake, Jefferson street from Wisconsin to Juneau avenue and Juneau avenue to the lake is now being laid with asphalt. Besides this Tenth street from Grand avenue to Cedar street has already been paved. When all streets are completed this will give the wheelmen

### A Splendid Pavement,

from the heart of the city all the way to Whitefish Bay. There is no doubt that next year many more miles of the asphalt will be laid and that in several years riders will have miles of this kind of road to spin over. The wheelmen have for several years advocated asphalt pavements and their work is now bearing fruit. Everybody is now in favor of it and the several local companies that have been organized to lay the pavement will no doubt see that enthusiasm is continued and urge the board of aldermen to order more streets to be paved.

The Merchants & Manufacturers Association of this city is interested

in a scheme that is also of interest to wheelmen of this city as well as Chicago. It is to secure the extension of the so-called Sheridan Drive that extends from Chicago to Waukegan, to this city. Volney W. Foster, of Chicago, worked hard to have the road built, and everybody that is interested in it was benefited by this important roadway. Mr. Foster personally called upon the property owners along the route and induced them to give certain land and make improvements, which in some instances cost considerably. He met with a good many obstacles in the way of persons who did not take kindly to the idea of a drive after they found that it was going to cost them something. But these obstacles he overcame, and now all are grateful that the drive was built. The Merchants & Manufacturers Association looks upon the extension of the drive as a benefit to the city and proposes to agitate the project. The first object to be obtained will probably be the organization of an

### Association of Business Men

to have charge of the work primarily, and this organization will try to get a man who will visit property owners of the land through which the drive will pass, and secure their co-operation. The task will be a tedious one, and some opposition will be met, but there is every reason to believe that such a drive could be secured to this city. The cities between here and Waukegan would no doubt co-operate with local parties as it would also benefit them greatly. Property along this proposed lake boulevard would also improve greatly, and an entirely new place would be found for many handsome summer residences and summer resorts. There is not a prettier place in the country that the scenery along Lake Michigan, and a driveway of this kind would out-rival any in the country. Several asphalt companies are interesting themselves in the scheme. Wheelmen are also interested and look forward with much enthusiasm, and hope that the time may come when Chicago and Milwaukee wheelmen can ride to the two cities on asphalt pavements.

Eddie Foy's new play, "Off The Earth," contains an interesting scene that catches the heart of the wheelmen. In the latter part of the first act a scene represents several mortals taking a trip to the moon on the clouds under the guidance of a fairy queen. Foy is not satisfied to go in this way and therefore selects a bicycle and rides over the clouds. All this is visible in the play and when Foy propels his wheel he is invariably received with applause. Sadie McDonald, attired in bloomers, also catches the interest of the audience.

Two bicycle thieves have already been sent to prison from this city but more thieving continues. The latest victims are George Canner and Parker H. Sercombe. Ed Roth also had a wheel stolen but recently he got track of it on a farm near this city and with the aid of the

### Police Secured Possession of It.

The other day Detective Louis Wallerman saw a thief with a wheel that had been stolen, when he spied the officer he rode up an alley and although Wallerman tried to overtake him with a horse the thief was too fast on his wheel and easily outrode the detective. The police are of the opinion that bicycle stealing is replacing the theft of horses and the number of cases reported in this state this year are fully three times as many as last year.

Already there have been run this year double the number of road races that were held here last year, and in addition to that of the Crescent club, which will be held shortly, another race is being arranged which will be held the early part of next month. The race will be known as the Silver Spring race, and it will be the first that has been ever run in this city where the start and the finish are at the same place. The start will be at the intersection of the Green Bay and the Port Washington roads. The course will be out the Port Washington road to the Green Tree at Silver Springs where the riders will turn west and cross over to the Green Bay road and return by this road to the starting point. The course is an excellent one and at any time of the year the road is in good condition. The entire distance is about twelve miles.

Portage held a five-mile road race, the first that has been run there this season. The race was won by Frank Lee, while J. R. Kellogg won the first time prize. The road was very rough.

Several interesting bicycle races were held at Wausau on last Saturday. The one-mile novice was won by Otto Karos, of Wausau, in 2:57; the half-mile open by M. Chandler, of Waupaca, in 1:12; the quarter-mile by W. W. Wilson, of Wausau, in :36; the half-mile handicap club by W. W. Wilson, of Wausau, in 1:11 $\frac{3}{4}$ ; the one-mile open by M. Chandler, of Waupaca, in 2:36 $\frac{1}{2}$ ; the one-mile, 3-minute class, by Joseph Stevens, of Wausau, in 3:06; the two-mile open by M. Chandler, of Waupaca, in 5:10, and the one-half mile, 1:30 class, by Joseph Stevens, of Wausau, in 1:25. The track was heavy.

### Road Records Accepted.

The following records have been allowed by the Century Road Club of America: C. A. Emise and A. P. Senior, Salt Lake City, Utah, 100 miles, time 9:22:00, date June 3, 1894 (state record). T. S. Jensen, Salt Lake City, Utah, ten miles, time 29:26, date July 10, 1894 (state record). W. H. Ingham, Salt Lake City, Utah, five miles, time 15:37, date September 22, 1893 (state record). F. Howard Harvey, Baltimore, Md., Hagerstown to Frederick, 27.1 miles, time 1:55:00, Frederick to Baltimore, 44.8 miles, time 3:41:30, Hagerstown to Baltimore, 71.9 miles, time 5:41:30, October 15, 1893. W. S. Furman, Lima, Ohio, twenty miles, time 58:56, date May 30, 1894 (state record). F. H. Stanwood, Chicago, Ill., Chicago to New York, about one thousand miles, time 8 days 7 hours 48 minutes, August 11-19, 1894.



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GEO. K. BARRETT, EDITOR.

**WHEELMEN IN POLITICS.**

At last the power that the wheelmen of Chicago possess, if exerted in politics, has been recognized. For a long time the administration of local affairs has been of the rottenest. No microscope is needed to see the corruption that has existed. An independent party is the outcome of it, a party whose avowed purpose is to do away with machine methods, to purify politics and to establish reforms tending to the betterment of our streets and roads. The party recognized that the wheelmen composed a body both numerous and enthusiastic, a body that has a live interest in the matter of good roads and streets, and a body that, taken as a whole, is clean and honest. It was recognized further that among them there were many men capable of serving the public in an honest and straightforward way, and it was determined to enlist the services of the wheelmen in the reform. All this came about in the most unexpected manner and without any effort on the part of the wheelmen. Several prominent wheelmen were given places on the ticket and have gone actively into the campaign. All this means that Chicago will see what several other great cities have already seen, viz., the strength of the wheelmen utilized to further their own ends, both as good citizens and as users of the public streets and highways. A wheelmen's political campaign will be a novelty in this locality, but one which will make some of the old-time politicians open their eyes.

**CARELESSNESS IN DRESS.**

It is too often the case that cyclists who are the most punctilious in the matter of dress on ordinary occasions seem to forget when they get on their riding clothes that they are under any obligations to themselves, their fellow-wheelmen, or society at large to present a neat appearance. Cycling has already gotten beyond the stage where it is generally regarded as a pastime for boys alone. Still, there remains in the minds of a great many people, a certain prejudice against cycles and cyclists. There still remains, we are sorry to say, too much of the rowdy element among riders, too much of the hoop-la element that goes with buoyant spirits and disregard of consequences. We do not dare hope that this latter element will ever be entirely eliminated. It is not in the nature of things. But to return to the matter of dress, we too often see men, who, as a rule, present a creditable appearance on their wheels, clad in costumes that would do credit to a beggar or tramp. Some wheelmen seem to think that anything is good enough to wear on a bicycle. The pair of shoes used to ride in never seem to need blacking, the clothes never to need brushing. All this gives the non-cyclist the idea that wheelmen are composed of the refuse of society. The man who rides a wheel owes it to himself and to all others who ride to appear to as good advantage while riding as possible. We realize that riding does not keep one's clothes in the best order, but that is no excuse. Respectable clothes should be worn, and they should receive the same care that one's business clothes receive.

**WHERE HONOR IS DUE.**

There has been no end of talk in the cycle and daily papers about the great Springfield meet, and not without justice. Still there are men most intimately connected with the successes of the various meets that have adorned Hampden Park track that were not even mentioned. Away back

in the '80's Henry E. Ducker, a man of great ideas and enthusiasm, filled the Springfield club with enough of his enthusiasm to get them to give a meet. It was the first meet that deserved the title of "international." For a time Springfield was the great cycling town of the country—from a racing standpoint at least. The fact that the town possessed in George Hendee a champion who defeated all comers was in a large measure responsible for its success. From the date of Hendee's downfall, the cycling prestige of his town waned. The Springfield meets were no more. Then there came a revival. D. J. Canary, it was, who conceived the idea that the Springfield of today should be as the Springfield of old. Like Ducker, he transmitted his enthusiasm to the club, and again in 1891 the Springfield meet was the talk of the cycling world. In '91, '92, and '93, Canary did the lion's share of work in connection with the meets and yet, when but one brief year has passed, Springfield is lauded to the skies, the name of Canary, along with the name of Ducker, is forgotten. Such is gratitude.

**POLITICS IS THE CRY.**

**Chicago Wheelmen Have the Long-Looked for Opportunity to Show Their Strength—A Ticket Worthy all Cyclists' Support.**

The wheelmen of Chicago have wondered for a long time why it was that cyclists in other parts of the country wielded so much influence in the political world, while they received not the slightest recognition at the hands of local politicians. The reason is simple—inactivity. Years ago the cyclists of Philadelphia, headed by Kirk Brown, resolved to carry out reforms in the matter of city paving. They mustered their forces in political array; put up candidates pledged for asphalt pavements and elected them. Not only that but their candidates carried out their pledges and now Philadelphia can boast of miles on miles of the best asphalt of any city in the Union.

Not a great while since the wheelmen of St. Louis found themselves compelled to do their riding on streets that were flooded by watering carts till they were seas of mud. They complained to the city authorities, but appealed in vain. At last, exasperated beyond endurance, they took account of their numbers and decided to go in and fight for their rights. They did. They won. The entire city ticket to which they gave their support was elected, to the intense surprise of the men who make politics a business. Now the wheelmen ride in comfort.

In the great commonwealth of Massachusetts the wheelmen's vote has long been recognized as a powerful factor in the elections of that state. A year ago there were different ordinances in almost every hamlet for the regulation of bicycle riding, some of them working great hardships on the wheelmen. Now it is all changed, and that by the direct work of the cyclists themselves. The legislature passed a law, framed by a committee of wheelmen, governing the cycle riding in all parts of the state, and annulling the local ordinances. The law, it is needless to say, is an equitable one and the wheelmen of Massachusetts are rejoicing over their victory.

In Kings County, New York, the wheelmen through their political influence have secured a roadway from Brooklyn to Coney Island for the cyclists' exclusive use. The movement of the wheelmen all over the country in behalf of good roads has become to be recognized as a powerful influence, and one which is gaining in power every day. In numerous cases have the wheelmen elected park and road commissioners. In Massachusetts George A. Perkins, of Boston, vice-president of the League of American Wheelmen, is the chairman of the highway commission, which is spending tens of thousands of dollars on the roads of the state. The president of the League, Charles H. Luscomb, is now stumping the state of New York in the interests of improved highways, and is awakening a powerful influence all over the Empire state.

With these examples and many more before them it is no wonder that the cyclists of Chicago should feel that they were not doing justice to themselves in not taking a hand in affairs political. There are in Chicago not less than fifty thousand bicycle riders who have votes to cast. To assume that all of them could be controlled would be foolish, but a very large per cent can be. The wheelmen have too many interests not to use the strength that they have. The opportunity is now presented to elect active cyclists to some of the important offices in Cook County and the wheelmen can put them in.

The ticket that should be supported by the wheelmen is the Independent American Citizen's ticket. This ticket already has over ten thousand votes pledged to it in Chicago, irrespective of the wheelmen's vote and other accessions. The ticket is made up as follows: Gen. O. L. Mann, state treasurer; Hon. Samuel Snow, state superintendent of public institution; R. M. Johnson, sheriff of Cook County; W. L. Abbott, president of the county board; N. H. Van Sicklen, county treasurer; G. N. Morgan, county commissioner; W. McComas, first district congress; M. B. Bushnell, fourth district congress; Dr. J. R. Struble, seventh district congress; D. W. S. Maher, state representative third district.

Of this number Messrs. Abbott, Morgan, Maher, and Van Sicklen are well-known wheelmen.

A rumor floated around at Springfield that the famous track might soon become a thing of the past. It was said that the horsemen were thinking of abandoning it and that if they did the railroad company which own the grounds would convert them into a switchyard. A S. B. C. man denied the story, however.



## PITTSBURG MEET A FAILURE.

**The G. A. R. Encampment Kills the Pittsburgh Athletic Club Tourney—Tyler Wins One Race—Records.**

PITTSBURG, Sept. 17.—A race meet in this country would not be one without Mr. Banker, Sr. This genial gentleman has seen the rise and fall of cycle racing on the ordinary and has seen at least one of his five sons and sometimes several in the leading ranks for years. Mrs. Banker is always present and the two were the most interested of the slim crowd at today's meet. The Pittsburgh Athletic Club was the sponsor. There was a screw loose somewhere. The club had taken the date made vacant by the withdrawal of Scranton. This date, very unfortunately, came but a few days after the Grand Army encampment. Pittsburgh had been surfeited with pleasures. The meet could not be properly placed before the public in the dailies. It was practically unadvertised, and in fact, but few men on the circuit knew exactly whether it was coming off or not. But a baker's dozen entered the B events, the prizes for which were

### Diamonds of the First Water

and large value. There were five Class B events too. Of these Doctor Brown won two, Harry Tyler one, Taxis one, and Coulter one, and L. C. Johnson ran second three times, E. C. Johnson once, and Doctor Brown once. Taxis, Goetz, Harry Tyler, T. R. Eddy, and E. C. Johnson divided thirds.

Taken all in all the prizes were pretty equally distributed in Class B. A. L. Banker won the open events of Class A.

The day was fine, or rather the evening, for the races were not advertised to start until 4 o'clock. Ten events, two heats, and five record trials were gotten off in two hours with no hitch and but two falls in Class A and one in Class B. These were not caused by the track which has been greatly improved since the July meeting. The attendance was hardly three hundred and most of these in the cheap seats. Expenses of printing alone were hardly paid.

The Keystone Wheel Club, of Pittsburgh, have a sanction for September 28 and are preparing to give a banner meet. This will be on the finely banked and splendidly surfaced half-mile track at Schenley Park.

### Admission Will be Free,

as this is a public park, but the seats in the grand stand will be charged for. The keystones resented the securing of a date just at this time and as the clubs are at swords points, it was hammer and tongs. The keystones are accused of inviting team managers to keep away from this meet in order that their meet might be the more effective.

Five good Class B races were run today, and the Lakeside boys from Cleveland demonstrated great ability on the quarter-mile track born of long experience. The half-mile open, Tyler's only victory of the day, was his because he earned it. Tyler got right out in front and hustled. He stayed there throughout, winning in 1:12.

The quarter-mile open came to Brown, who gained the front, and in his usual great style, worked down the stretch like the engine which takes the Pennsylvania limited across the country. Brown, like the locomotive, knows no such word as "slack" for curves, but sails serenely along, winner by a length or two. Tyler was caught behind the bunch, ran wide at the turn, and sat up. L. C. Johnson, R. F. Goetz, and E. C. Johnson, all Cleveland men, ran two, three, four, close up to Brown.

Only five started in the mile handicap, and Taxis was pulled back to scratch. The starters were but a few yards apart and gradually closed up. L. C. Johnson was away from home at the time, and Taxis, coming grandly,

### Just Nipped Johnson

on the tape, and won the race by six inches in 2:28½. The two-mile open was a beautiful win for Dr. Brown, who fell into second place at the outset. Goetz and E. C. Johnson did donkey work, setting a good pace. Brown dropped back to fifth, and on the next to last lap moved up to the front. Away he went, and as the bell rang E. C. Johnson moved up dangerously close, and at the second turn all but nipped Brown. But Doctor took a victory from the fire in great style, winning by a length from E. C. Johnson. Tyler was not at home on the bankings, and although he rode finely down the straight, ran but third. Coulter, Goetz, Eddy, and Taxis finished in the order named.

Conn Baker's mile in less than 2 minutes played havoc with his handicaps, and he was virtual scratch man at 15 yards in the half mile. By an oversight C. R. Coulter was placed on the forty-yard mark, instead of thirty. By an oversight of the back markers Coulter was allowed to fly away for a long lead. Brown, 20 yards, got away after him, but finished several lengths back in 1:03½. E. C. Johnson hung close to Brown.

Arthur Banker pleased father, mother, and his best lady friend by running away in the open Class A event. But

### The Wonder of the Day

came in the half-mile record trial by Master Archie Williams, a slightly built fifty-nine pound boy of but nine years. This lad rides a sixty-gear sixteen and one-half pound Fowler and rides it finely too. He has gained six pounds in training. Williams has ridden a half-mile in 1:10 and today did 1:14; running his pacemaker off his feet and coming the last quarter, all but the first banking, alone. Wonderful as it may seem, his first quarter was done in :30½. Master Archie's father says that the lad must ride and if kept from it would pine away and die. He is bright eyed, rosy cheeked, and the picture of perfect health. Williams wanted to go another half "and wanted two pacemakers."

Harry Tyler was paced by Baker, Goetz, Taxis, and Brown and succeeded in breaking the "world's quarter-mile track record" for the mile, doing 2:03½. Titus held the former record, 2:07. Tyler's quarters were :30, :30½, :30½ and :31½. L. C. Johnson went a half to beat 1 minute, the prize being a \$50 diamond, and did 1:02½. Brown paced him the first quarter far too slow and Tyler carried him the last in 30 seconds. A. L. Banker was paced a half mile by a team of dare devils on a tandem, doing 1:01½. He has done 1:00. This tandem was out with Moorehead and Patterson up swinging the corners in a dizzy fashion.

### Summaries:

Half-mile open, Class B.—H. C. Tyler, first; L. C. Johnson, second; W. W. Taxis, third. Time, 1:12.

One-mile handicap, Class A.—T. A. Kennedy, Sharpsburg, 90 yards, first; C. C. Hill, Pittsburgh, 140 yards, second; W. W. Brownell, Pittsburgh, 150 yards, third; C. H. K. Lowry, Pittsburgh, 150 yards, fourth. Time, 2:21½.

Quarter-mile open, Class B.—A. I. Brown, first; L. C. Johnson, second; R. F. Goetz, third; E. C. Johnson, fourth. Time, :34½.

One-mile, 2:30, Class A.—J. E. Patterson, Homestead, first; G. E. Boyd, Tarentum, second; L. W. Kearns, Carnegie, third. Time, 2:41½.

One-mile handicap, Class B.—W. W. Taxis, scratch, first; L. C. Johnson, 30 yards, second; T. R. Eddy, 10 yards, third. Time, 2:28½.

Half-mile open, Class A.—A. L. Banker, first; J. E. Patterson, second; M. Moorehead, third; P. E. Jackson, Pittsburgh, fourth. Time, 1:13½.

Two-mile open, Class B.—A. I. Brown, first; E. C. Johnson, second; H. C. Tyler, third; C. R. Coulter, fourth; R. F. Goetz, fifth; T. R. Eddy, sixth. Time, 5:15.

Five-mile open, Class A.—A. L. Banker, first; P. E. Jackson, second; J. E. Patterson, third; L. W. Kearns, Carnegie, fourth. Time, 13:30½.

Half-mile handicap, Class B.—C. R. Coulter, 40 yards, first; A. I. Brown, 20 yards, second; E. C. Johnson, 20 yards, third; R. F. Goetz, 25 yards, fourth; C. Baker, Columbus, 15 yards, fifth. Time, 1:03½.

Quarter-mile open, Class A.—A. L. Banker, first; J. E. Patterson, second; C. C. Hill, third; H. H. Himwell, fourth. Time, :35.

## AN A MEET.

NEW YORK, Sept. 17.—The race meet held at Hackettstown, N. J., last Saturday was a thorough success from every standpoint. The weather was balmy, the track fast, the crowd large, the enthusiasm at top notch and the competitors of a high class. The prizes, too, were good, especially the \$100 silver tilting water pitcher offered to the man who would break the state record for a mile in 2:09. George W. Coffin made two attempts at it, the first in 2:13 and the other in 2:12. In his second ride he was paced by E. C. Johnson, P. L. Coffin, J. M. Baldwin, and F. C. Everitt. Later on Everitt, who hails from Hackettstown, gave an exhibition half-mile in 1:05, paced by G. Fred Royce and Monte Scott. The three-mile lap race was the best contested of the day and aroused more red-hot interest than all the others put together. J. M. Baldwin led for the first two laps when Scott and Royce jumped and carrying the sprint a full half mile, killed all the others off and landed the race. The E. C. Johnson who rode was not the Cleveland man, as all the events run were of the Class A order only.

### Summaries:

Half-mile handicap.—E. C. Johnson, Camden, first; Monte Scott, Plainfield, second; C. H. Coffin, third. Time, 1:09½.

One-mile, 2:30 class.—J. M. Baldwin, Newark, first; F. C. Everitt, Hackettstown, second; C. H. Coffin, third. Time, 2:38.

Two-mile handicap.—J. M. Baldwin, Newark, first; Monte Scott, Plainfield, second; C. H. Coffin, third. Time, 5:02.

One-mile handicap.—P. L. Coffin, Newark, first; F. C. Everitt, Hackettstown, second; J. M. Baldwin, Newark, third. Time, 2:25.

Half-mile scratch.—G. F. Royce, Paterson, first; Monte Scott, Crescent Wheelmen, second; J. M. Baldwin, Newark, third. Time, 1:37½.

Three-mile lap race.—Monte Scott, 13 points, first; George F. Royce, 8 points, second. Time, 8:11.

## CHANDLER WINS EVERYTHING.

WAUSAU, WIS., Sept. 15.—Notwithstanding the drenching rains of the two previous days the races this afternoon were run off well, before a crowd of two thousand people. A. M. Chandler won the half-mile open, the two-mile handicap, in which he lowered the state record 2 seconds, the mile open, and rode an exhibition half mile, flying start, paced by Wilson and Ewing, in 1:04½. Nels Anderson rode an unpaced one-half mile in 1:11 and W. W. Wilson rode a flying quarter in :31½.

### Summaries:

One-mile novice.—Otto Karos, first; P. L. Goerling, second; Roy Smith, third. Time, 2:57.

Half-mile open.—A. M. Chandler, first; M. C. Ewing, second; Nels Anderson, third. Time, 1:12.

Quarter-mile club.—W. W. Wilson, first; Joe Stevens, second; L. M. Willard, third. Time, :36.

One-mile open.—A. M. Chandler, first; M. C. Ewing, second; Nels Anderson, third. Time, 2:36.

Half-mile club handicap.—W. W. Wilson, 10 yards, first; L. M. Willard, 40 yards, second; Joe Stevens, 30 yards, third. Time, 1:11½.

One-mile, 3:00 class.—Joe Stevens, first; Roy Smith, second; Otto Karos, third. Time, 3:06.

Two-mile handicap.—A. M. Chandler, scratch, first; W. Wilson, 100 yards, second; Nels Anderson, third. Time, 2:10; beating state record of 2:12.

Half-mile, 1:30 class.—Joe Stevens, first; P. L. Goerling, second; Roy Smith, third. Time, 1:25.

### Smith the A. A. U. Champion.

NEW YORK, Sept. 15.—The championship games of the Amateur Athletic Union, were contested today at Travers Island, on the grounds of the New York Athletic Club. There were all kinds of events down for decision, but it took the bicycle race to waken the spectators to the right pitch. George C. Smith added more laurels to his already large stock, by winning easily by yards from H. H. Howard, his nearest competitor. New Jersey Darmer was third.



## ENTHUSIASTIC PARISIANS.

**Zim Captures the Prize Race of the Union Velocipedique—In a Flying Mile he is Applauded by the Crowd and Defrauded by the Timekeepers.**

PARIS, Sept. 4.—About the most important race of the year is "Le Grande Prix de L'Union," or grand prize race of the Union Velocipedique de France. To the winner of the first place is given 1,000 francs and a gold medal; to the winner of the second place 250 francs and a silver medal, and to the third 100 francs and a silver medal. The race was run Sunday at the Velodrome de la Seine, and a rider named Zimmerman, who hails from New Jersey, captured the 1,000 francs and gold medal.

"That \$200 will just pay for some new clothes I need," said Zim as he started for his heat, "so I guess I'd better win it." Because of the track coming under the management of the U. V. F. for running the Grand Prix Zimmerman was unable this time to exact his usual "rake-off" from the gate receipts, but he got all he could out of it, and gave the people some more good racing. "It's generally my luck," said the Skeeter, "to lose a big race when there's a piano or a big prize hung up, but I did manage to get in on this one."

Although the prize in this instance was not very great, the importance

leading at a couple of lengths. He rode wide enough to allow Zimmerman to come along on the inside but making the turn he ran so close to the curb that Zimmerman's left

### Pedal Touched the Ground

inside the pole, and for an instant it looked as though the latter might come down and bring the others with him. Zim saw Medinger crowding him closer and closer to the pole so he yelled at him, "Git out o' that!" and the "old fox" got out.

When Zim got into the straight he left the society of Medinger and went alone to the finish. He won by about two lengths from Banker who hung on faithfully and got second. Edwards beat Medinger and was consequently happy. Banker made a "dying effort" to make a jump a few yards from the tape, but the effect was not noticeable on Zimmerman's rate of speed. Zimmerman's last quarter was done in 28 seconds. The situation just as the line was crossed might be summed up by saying that Zimmerman won in his usual easy manner, riding straight as the crow flies; Banker was racking his vertebrae in a final effort, Edwards was riding as good as he ever did in his life, and Medinger had sat up, wearing a pained expression of countenance. And still the question is, "Who can beat Zimmerman?"



of the event was second to none of those that are run in France during the season. The distance was five kilometers—a tenth over three miles—and the contest was divided into two heats and a final. The first heat was

### Won by Banker,

who made a fine sprint the length of the straight, and overhauled Medinger, Farman, Hewson, and Harris. By running second Medinger qualified for the final, and young Hewson, who had played monkey tricks throughout the race, beat Harris out for position. In the second heat Zimmerman had for his opponents Edwards, Louvet, Antony, and Mercier. He allowed Edwards and Louvet to get a lead of several lengths going around the last turn, and then gathered them up before they crossed the tape. Edwards got in second, ahead of Louvet, and thus qualified for the final.

The final, therefore, contained Zimmerman, Banker, Medinger, and Edwards. The usual contention for the advantage of following Zimmerman's rear wheel began about four laps from home, with the result that Banker had it when the rush was begun. It will take some time for the public to recover from the surprise produced by the sight of Medinger starting the sprint and attempting to go fully three hundred yards at his best. Going down the backstretch he popped out from his place in the line and made a grand rush for the front. Although using a very high gear he got under way in a wonderfully short space of time, and was soon

Edwards and Louvet won the tandem race of fifteen kilometers in fine style. Banker and Harris broke a sprocket wheel and Starbuck and Hewson pulled their chain off. Seven teams remained in the contest and made an exciting race. Edwards, from scratch, caught Meyer at forty-two and a half meters and made a dead heat of the final in the 500-meter handicap. He rode the distance, which is one lap of the track, in :38 $\frac{1}{2}$  from standing start, the track record for flying start being :35 $\frac{1}{2}$  by Zimmerman and Banker.

### Troy Scores the Timekeepers.

The last Thursday night's race meeting at the Velodrome Buffalo developed a large amount of confusion, the elements of a sensation and a very mad Zimmerman. The confusion was owing to the failure of the timekeepers to clock Zim's flying mile, which he did well under two minutes. And the sensation was due to the belief in the minds of a number of interested spectators that Messrs. Moore and Ripault purposely failed to take the time. Zim was very angry. Manager Troy declared a number of things that would be almost libelous if untrue or very damaging if true, and Zim put on his street clothes saying he would not ride the other trial mile called for by the programme. Zim started to go home, but the crowd howled and howled for him to come out again. No, he'd be darned if he'd ride again. The crowd kept on howling and it yelled "Zeerman! Zee-



# A Big Drop!

Knocks the Life Out of the Man,  
but does his WAVERLEY very  
little damage.

MAHAFFEY, PA., Sept, 13, 1894.

INDIANA BICYCLE CO.

Gentlemen: Sam Guthrie rode a Waverley over a bank—took a straight drop of twenty feet and fell on a log. He was stove up pretty badly and lay for over an hour before he was found. Nothing broken or bent about the wheel but one spoke.

Yours truly,

M. H. STRAUS.

THE *Waverley* was not constructed for this sort of a hurdle race, but the fact that it stands the racket is only another evidence of the great merit of the wheel. Its superiority has been so thoroughly demonstrated this season in all branches of cycling—from track racing to parachute jumping, that none but competitors (and few of those) will deny its right to first place among the high grade machines.

Our agency for '95 will be particularly valuable. Do not let this pointer pass you.

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merman! Zeemerman!" He wouldn't ride, that was all there was about it, —no, sir.

But the crowd

#### Shouted and Stamped

and whistled, and surely the crowd could not be held to blame either for negligence or even dishonesty on the part of the timekeepers. Well, he would come out and ride, but he would never ride at Buffalo again. He was by this time back in the middle of the field and was shuffling along threateningly toward the dressing-rooms. He did ride another mile after all, and three or four thousand Parisians looked upon "Jersey" working his wondrous legs up and down amid the glare and the shadows at 11:30 o'clock at night. He rode a slow mile compared to what he had previously done, but the crowd was satisfied and perhaps the manager of a certain rival cycle concern was laughing in his sleeve.

The trouble over the timing of the flying mile came about in this way. To make a mile on the Buffalo track the start is made sixty-three yards past the judges' stand and coming five times to the tape. The timers stood at the point of departure when Zim was sent off, and instead of coming to the tape to time the finish remained where they were. Zim followed the tandems at a flying pace and it was evident that he had

#### Ridden a Good Mile.

When the line was crossed there was a general search for the timekeepers. Where could they be? But the timekeepers had remained at the mark from which Zimmerman started, and only at too late a moment had they made an effort to get to the right place. At an indefinite number of yards away one or both of them "snapped" the time, or said they did. It was 2:00<sup>45</sup>.

Several watches had it 1:59 and a fraction, and one or two 1:57 and 1:58. Then it came like adding insult to injury when the announcement was made as 2:00<sup>45</sup>, because very few persons could be made to believe the time was taken with any degree of accuracy. Zim's mile with the standing start was done in 2:08<sup>45</sup>, and one of the timers, Mr. Moore, said, "So you see the other mile could not have been 1:57," while in reality Zim made no particular effort to ride a fast mile at 11 o'clock at night with hastily picked-up pacemakers.

Moore and Troy had a wordy war at the Cafe Esperance after the races, in which Moore's honesty was openly challenged by the cycling impressario of Zimmerman fame. Moore is said to have declared that he would

#### Relinquish His Situation

as official timer for the Union Velocipedique de France, but the general opinion is that he could not be driven away from the job by a gatling gun.

The chief event in the racing line the same evening brought out Banker, Farman, Harris, Medinger, Mercier and Dumond, in their respective heats. The final resulted in a victory for Harris, who beat Banker by about a foot at the tape. It was Harris' first victory for a long time, and he was accorded all the credit possible for his good ride. Banker had been pushed up in front and made to do a very large share of the hard work.

Banker, Harris, and Edwards were the victims of either an oversight or a desire to "freeze out" England and America in the fifteen-kilometer lap race. These three were left sitting in their dressing-rooms, receiving no notification or sound of bell, while the Frenchmen were riding the race. Three very wrathful cyclists were they, as they danced around and demanded why they were left out. The refunding of entrance fees partially assuaged their wounded feelings.

The scene at the night racing was very picturesque. Besides the electric lights and the swaying strands of fairy lamps there were huge flambeaux placed within the course and at intervals around the grounds, which gave out weird blazes and roared like the gas wells of Ohio. The figures of the men upon their machines

#### Riding Around the Glistening Track

noiselessly seemed like sprites and as all moving objects appear to attain greater speed at night, so did they. Once the pedal of a machine came in contact with the cement surface as its rider wheeled around the banking within a bunch of his opponents and a train of sparks flew out behind him. All the way around the track the people were planted within the edge of the surrounding shade and their faces were lighted up in almost as many different hues as were given out by the colored lamps that hung in festoons all about. Even outside the grounds, where the people arrived at the entrances, and particularly where the carriages deposited their prettily dressed occupants, the clusters of colored lanterns produced a most attractive effect.

It may be safely asserted that for an evening's entertainment, even in Paris, where there are more sights to delight the eye and mind than in any city in the world, a programme of bicycle races at the Velodrome Buffalo fills all requirements. Aside from the pyrotechnic features of the meetings and in spite of an occasional breath of scandal that may happen to be directed toward

#### Some Official of the U. V. F.,

there is more racing and better racing to be found twice a week upon the tracks of the Buffalo and the Seine in Paris than anywhere in the world. And as for the alleged "crookedness" it can hardly be expected that not a single instance of doubting the judges or the timers should crop out, where racing is carried on twice and three times a week.

Barden, father and son, continue to ride a little and talk much. "Papa" does the talking and "sonny" occasionally rides. A great flyer like Barden can afford to be somewhat aristocratic and he need not ride in every little

scrub of a race that is put on the programme. Occasionally he makes a sally into the provinces and "whales" the rustics thoroughly and comes back to Paris looking serene and important. A short time ago a match between Barden and Wheeler grew out of some hot sprinting during the training at Buffalo. Barden, senior, and "Bill" Troy put up 500 francs apiece and the day was named. But when Barden, rider, came off the track and had a talk with Barden, senior, the Barden side "squealed" and wanted its money back. Troy gave back the 500 francs and the match was off. Later Barden came to Wheeler and proposed a match in which the former's manufacturer was to put up the money and they would "go snooks" on the purse.

Despite the fact that Barden has been largely overrated he is at present in his best form and can perhaps puzzle any of the riders here except Zimmerman, Banker, Wheeler, or Harris.

J. M. ERWIN.

#### FIVE NEW COMPETITION RECORDS.

BUFFALO, N. Y., Sept. 15.—Today will long be remembered by the members of the Press C. C. The club's six crack road riders, as good as there are in the country, were treated to as stinging a defeat by the Rambler's sextette as any team of riders was ever subjected to.

The occasion of the contest was the fifty-mile road race for the championship of Buffalo and western New York and for the Rose challenge trophy. Four teams were nominated to start, but at the last minute the Columbia B. C. team backed out. The composition of the competing teams was as follows: Ramblers B. C., Goehler, W. F. Buse, Weinig, Blake, Steimal, G. G. Buse; Press C. C., L. A. Callahan, C. H. Callahan, E. F. Leonert, F. A. Foell, John Penseyres, T. J. Sayles; Comrades C. C., C. Werrick, C. A. Sliker, T. Schulmeyer, H. J. Wolf, P. Saenger, L. Diebold.

This was the fourth annual event, both the Pressites and Ramblerites having two victories to their credit, and, while the rivalry heretofore has been bitter, it was as nothing as compared with the interest displayed in this year's contest. Early in the game the two big clubs realized that their teams were weak and took measures to strengthen them. Goehler, who is with Asa Windle, was requested to come home to ride, and Eddie Bald came with him from Springfield. The Pressites upon ascertaining this, requested the services of Louis A. and C. H. Callahan. Tom Eck came here with them, and his face wore a broad smile as he anticipated the rubbing in the "Blue Rimmer" would receive at the hands of his "Yellow Dogs."

The roads were in excellent condition, and the day was perfect for record breaking. The first and last three miles of the course were over asphalt pavements, but the remainder of the distance was through the rural district. The first twelve and a half miles were as level as asphalt, but the remainder of the course was over a hilly route. It was just 2:42:30 o'clock when the word was given and five of the Ramblerites immediately forged ahead. At ten miles they lowered Bainbridge's record to 25:40; at twelve miles Van Wagoner's record dropped to 30:48; at twenty-five miles L. A. Callahan's mark of 1:10:37 was reduced to 1:10:25<sup>1</sup>/<sub>2</sub>, and at the finish Foell's fifty-mile record of 2:32:30 was lowered to 2:30:40.

A great deal of money was wagered on the race, but the admirers of the Press C. C. did not even have a run for their coin, the five Ramblerites finishing in a bunch 8 minutes ahead of the next competitor. Summary:

PO.	NAME AND CLUB.	TIME.
1	A. E. Weinig, R. B. C.	1:10:25 <sup>1</sup> / <sub>2</sub>
2	W. R. Blake, R. B. C.	1:10:26 <sup>1</sup> / <sub>2</sub>
3	W. F. Buse, R. B. C.	1:10:26 <sup>1</sup> / <sub>2</sub>
4	W. L. Steimal, R. B. C.	1:10:26 <sup>1</sup> / <sub>2</sub>
5	A. B. Goehler, R. B. C.	1:10:27
6	T. Sayles, P. C. C.	1:14:32
7	L. A. Callahan, P. C. C.	1:13:07
8	J. Penseyres, P. C. C.	1:13:07 <sup>1</sup> / <sub>2</sub>
9	F. A. Foell, P. C. C.	1:13:07 <sup>1</sup> / <sub>2</sub>
10	Gus G. Buse, R. B. C.	1:15:55 <sup>1</sup> / <sub>2</sub>
11	E. F. Leonert, P. C. C.	1:20:30 <sup>3</sup> / <sub>4</sub>
12	C. H. Callahan, P. C. C.	1:23:43

#### The Columbia Team After Records.

Manager Bridgeman stated at Springfield that the Columbia team would go south next week after records. Birmingham, Ala., will probably be the destination of the team. MacDonald will be sent after the short-distance records, while Bald will try for the mile and upward.



One of Zim's French medals.



# PALMER TIRE.

WORLD'S **21** RECORDS

IN ONE DAY, SEPTEMBER 13, AT SPRINGFIELD.

**TITUS**--1 hour--26 miles 1,489 yards. Records 7 to 26 miles inclusive.

**BUTLER**--2 miles, 4:04 4-5.

**SANGER**--September 12--1 mile unpaced, 2:07 1-5.

Two days at Springfield, 20 races, 9 firsts, 10 seconds, 10 thirds.

29 out of a possible 58 prizes---50 per cent.

We do not pay indemnity for races lost nor do we give an accident policy with our tires.

## PALMERS NEVER BURST.

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## LOUISVILLE CYCLERS.

"Cycling South" Changes Hands—The New Track to Open on Thanksgiving Day—A Carnival on the Tapis.

LOUISVILLE, KY., Sept. 17.—The new cycling paper, *Cycling South*, has already changed hands. B. E. Brown, the former business manager, has disposed of his interest to W. A. Crooks through a second party. After securing the purchase money and collecting all of the advertising accounts, Brown left the town without paying any of his help for their services in getting out the first issue, nor for the printing of it. The owner has a plant of his own and will have the entire supervision of every department of his paper.

Another cycling paper, not yet named, will be launched in a very short time. The owners of it will be Messrs. Owen and Orville Lawson, Edw. A. Neuhaus, Jr., and Thos. R. Crump, in connection with the Fort Printing Co. Owen Lawson will be the editor of the new paper, having retired from *Cycling South* upon its transfer to the new owner.

The Clifton Cycle Club held an interesting meet last Saturday in the presence of a large audience at the Clifton race track. The track was heavy after a hard rain in the morning but before the races were finished the sun had dried the surface and excellent time was made. On the programme were several athletic events, which were poorly contested and did not interest the spectators.

### Summaries:

One-mile handicap, boys.—Louis Ackley, scratch, first; H. Huffaker, 75 yards, second. Time, 2:36½. Ackley is not quite fifteen years of age and was the winner of Wayne's ten-mile road race two weeks ago.

Half-mile open, heat race. Final heat.—J. C. Mitchel, first; Carl Thorne, second; C. A. Harvey, third. Time, 1:15½.

Half-mile C. C. C. championship.—John Hampton, first; T. P. Weissenberger, second; Albert Toon, third. Time, 1:33½.

One-mile open.—Carl Thorne, first; J. C. Mitchel, second; Geo. Davisworth, third. Time, 2:42½.

One-mile C. C. C. championship.—John Hampton, first; T. P. Weissenberger, second. Time, 3:30.

One and a half mile open, handicap.—Carl Thorne, 30 yards, first; J. C. Mitchel, scratch, second; Geo. Davisworth, 100 yards, third; M. T. Callahan, scratch, fourth. Time, 3:31½.

Louis Ackley, a fifteen-year-old boy, won special prize for fastest mile made in any race, his time being 2:36½. Hugh Caperton rode an exhibition mile in 2:24.

Although the new track will not be completed until about Thanksgiving Day, many events are already being announced to take place upon it. For '95 it is impossible to keep track of the many events proposed; there will be one large meet promoted by several of the track association stockholders, to take place during the Grand Army encampment. This latter event will bring many strangers to the city, and the meet should be a financial success.

### Division Politics.

The division political pot is beginning to boil in Kentucky as well as in other states. At the state meet in Owensboro last June only one ticket was nominated, although certain parties were in attendance and took an active part in all of the proceedings except when nominations were called for. From a very reliable source it has been reported during the past few days that a rival ticket will be sprung in a short time. In that event there will be ill feelings and recriminations which will be of the worst possible injury to the division, which is just recovering from the last factional fight.

If all plans are carried out according to contracts, the cyclers of Louisville will celebrate the closing of the cycling season by a great carnival in honor of the completion of the balance of the boulevard, now in course of construction. When finished it will make a continuous street and boulevard, not less than seven and one-half miles in length, one mile of which is granite, two miles asphalt, one mile brick, and the balance macadam. The originator of the idea is R. F. Maxwell, who has made himself well known to every rider and every resident on a rideable street by the large lantern that he carries on his wheel. It is almost as big as a locomotive headlight and has a red glass front. He is better known as the "cyclist with a red light" than he is by name.

## SPRINGFIELD REMINISCENCES.

NEW YORK, Sept. 17.—The men who paced F. J. Titus in his record-breaking hour ride last Thursday at Springfield deserve the greatest praise for the clean pick-ups that were made. It did not take long for the spectators to see the good work that was being done and they cheered the pacemakers almost as much as they did the star attraction. Following is a complete list of the men who did the pacing:

MILES.	PACERS.	MILES.	PACERS.
1	Mayo and Pettigrew	16	Cooper and Arnold
2	Mayo and Pettigrew	17	Cooper and Arnold
3	Githens and Lumsden	18	L. A. Callahan and C. H. Callahan
4	Githens and Lumsden	19	Warren and Helfert
5	Cooper and Arnold	20	Mayo and Pettigrew
6	Cooper and Arnold	21	Githens and Lumsden
7	Brown and Cabanne	22	Brown and Cabanne
8	Brown and Cabanne	22½	Warren and Helfert
9	Warren and Helfert	23	Brown and Cabanne
10	Warren and Helfert	23½	Warren and Helfert
11	L. A. Callahan and C. H. Callahan	24	L. A. Callahan and C. H. Callahan
12	L. A. Callahan and C. H. Callahan	25	Mayo and Pettigrew
13	Mayo and Pettigrew	26	Cooper and Arnold
14	Mayo and Pettigrew	27	Warren and Helfert
15	Githens and Lumsden		

All the riders of note, excepting Ziegler, of the Class B men, and

Jenny and Gardiner of the A brigade, were gathered at Springfield, immediately after which meet they scattered broadcast as follows: Bliss, Githens, Lumsden, Sanger, and Tyler will remain at either Springfield or Waltham until time to leave for Philadelphia, where the Union team are scheduled to race next Saturday the 22d inst. From Philadelphia, the following route has been prepared for them: Baltimore, September 25 and 26; Norfolk, Va., September 27; Wheeling, W. Va., September 29, and Waltham, Mass., October 4. After that both Sanger and Tyler will go for the records. The Rambler team will be at Williamsport, Pa., on Wednesday the 19 inst; Reading, Pa., the 21st; Philadelphia, the 22d; from where the regular western circuit will be made, returning to Waltham on October 4. Ray MacDonald and W. F. Murphy, of the Columbia team, raced at Manhattan Field, here, last Saturday, but join the Rambler team in their route as given above, at Williamsport, Pa., from which point they will accompany each other on the trip until they all return to Waltham, October 4. Ball has gone home to Buffalo for a rest but he will rejoin the team at Waltham if not before; Titus will be in New York all this week, going on to Philadelphia next Saturday.

The Sterling team is pretty well demoralized with Maddox unable to ride on account of his game knee and Kennedy walking around with the aid of a cane. Taxis is a bit off edge just now and between them it would seem that new material is necessary, and that at once, if they expect to have the name "Sterling" up in front any more this year.

W. J. Helfert, the speedy Utica boy on the Spalding team, is rounding into his spring form again and may be looked for to do good work from now on. He beat F. J. Jenny and Ray MacDonald when they were both at their best in Class A, and the Spalding people know a thing or two when they refuse to let him go.

It was comical to watch "Billy" Young and F. J. Titus, while W. F. Murphy was riding his hour trial at Springfield last Wednesday. Both men would watch Murphy as he passed by and then consulting a stop watch, Young's pencil would come out and some figuring would be indulged in, which must have been more than satisfactory from the smile which invariably followed.

Another interesting feature of the meet yet one which was not generally noted was "Bob" Abbott in the press stand, which a huge pair of field glasses glued to his optics, watching the riders as they passed over every foot of the track. During the big race on the last day "Bob" proved himself a jewel by the slow, clear tones in which he announced, without the least excitement, "At the quarter, Bald first, Bliss second, a length in front of Cabanne, third. He, a half length ahead of Johnson, fourth, a quarter of a length before Sanger, fifth, a foot in front of Taylor, sixth, three feet ahead of Taxis, seventh, who is a half wheel before Warren eighth, a length in front of Coleman, ninth, he, two lengths before Brown, last."

When F. W. Ainsworth, of the Lozier Co., struck Springfield, he brought with him as jolly a party of real good fellows as one ever need care to meet. Their names were Percy Snyder, Sam Harmes and "Jack" Fox, all connected, in one way or another, with the company. To attempt a description of the practical jokes played by this quartet would be to fill a volume, but one of the best, when some one bet them that they could not make a "bluff" and get in without showing a ticket. The bet was taken, and arm in arm they reached the gate, arguing like newspaper men, talking "space," "copy," "headlines," and editorial write-ups. When the ticket taker stopped Harmes and asked for his ticket, he was brushed aside with the one word, "Press." "Oh," said the gatekeeper, "I didn't recognize you," and the crowd of deadheads passed on relating experiences on "scoops" and "assignments."

Titus was disqualified from competing on the second day, by Referee Raymond, for threatening to "do" Ray MacDonald in the next race, in which they both started. The disqualification, however, was not made until Titus was all dressed in his street clothes, preparatory to leaving the grounds, so it did not matter much.



Five-mile International, Newcastle-on-Tyne, Eng., Aug. 18.

Harris Wheeler. Max. James. Banker. Zimmerman.  
Finish Zimmerman, Wheeler, Banker, Harris.



Again the **SYRACUSE** jumps to the front.

There's seconds in its bright and flashy **Crimson Rims**.

From a

**Novice to a Crackerjack**

bounds the lucky rider who mounts a

**CRIMSON  
RIM**

**SYRACUSE**

He no more than straddles his saddle when the wheel makes a leap and a bound. Reindeer-like the rider jumps to the front of the fleeing bunch, and as a whirlwind glides in across the tape—a joyous winner. It finishes first, second, third, and fourth in systematic regularity.

ST. LOUIS, Sept. 1, in the Pastime Athletic Club races, the SYRACUSE won nine out of a possible sixteen prizes: First, second and third in the one-mile handicap; first, second and third in the two-mile handicap; first, second and third in the one-mile open.

Will Colburn on a SYRACUSE lowered the Missouri state record to 1:03.3-5.

Joe Howard on a SYRACUSE rode a mile to establish a state record for boys under 16 years of age, and did it in the fast time of 2:17.1-5, which is the fastest mile ever ridden in Missouri for a Class A rider.

SYRACUSE, N. Y., Sept. 4, William DeCady on a SYRACUSE took first place in the one-mile novice in the fast time of 2:25.1-5.

In the Fat Man's race, Henry Hughes, who is composed of 200 pounds of human flesh, won first prize, and caused a roar of laughter. He was mounted on a 19-pound SYRACUSE.

CHEYENNE, WYO., Sept. 6, the SYRACUSE won five firsts, four seconds and four thirds, a total of thirteen out of sixteen prizes. Quite a record—don't you think? Hamilton and Barnett took every prize in Class B. In two of the races SYRACUSE riders broke the Wyoming state record.

PUEBLO, COLO., Sept. 4, Hamilton and Barnett mounted on SYRACUSE wheels won every first in these events, beating out all the western cracks.

SYRACUSE, N. Y., Sept. 12, Frank Knowland, a 16-year-old boy, took first prize in the one-mile handicap, out-sprinting such fast Class A riders as Jenny, Gardner, Smith, Georg, Fisher and Pendergast. He rode a Crimson Rim SYRACUSE, and won the handsomest diamond prize of the meet. Jumping out through the bunch at the last quarter, he finished fully five yards ahead of the second man.

SYRACUSE, N. Y., Sept. 15, in the famous Herald road race the SYRACUSE won three out of four prizes, taking second, third and fourth prizes. Frank Knowland again jumped to the front, finished the twenty-five miles, breaking the previous record, and winning second time prize.

**SYRACUSE CYCLE CO.,**

Western Agents,

**A. F. SHAPLEIGH HDW. CO.,**

**Syracuse, N. Y.**

St. Louis, Mo.





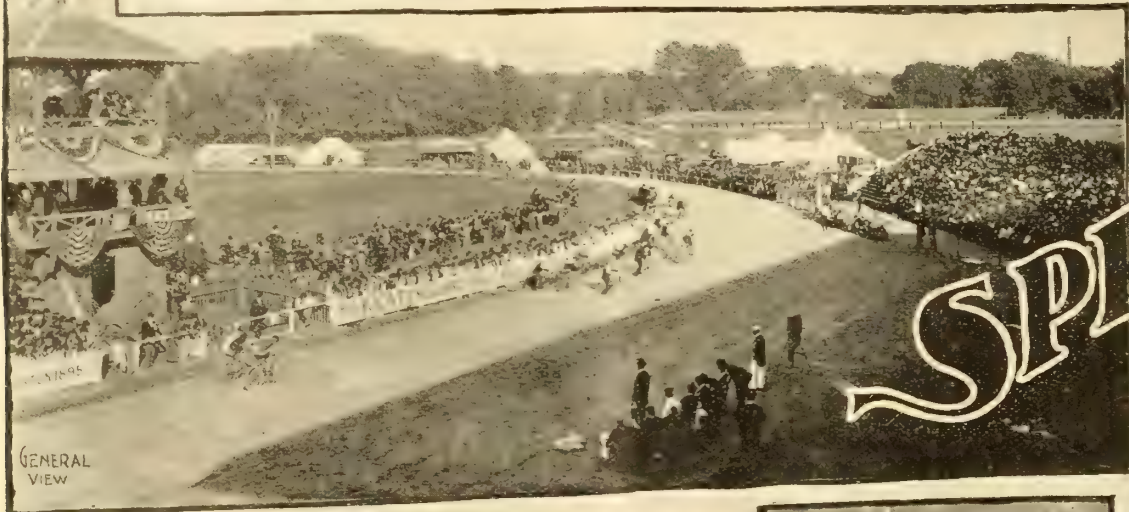
HALF MILE 105 CLASS  
THURSDAY

MAC DONALD  
WINNING



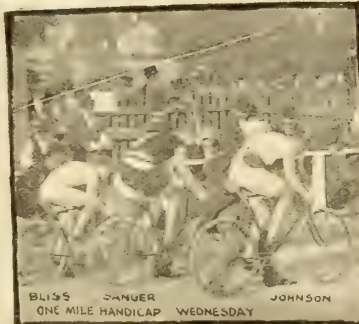
START  
AND  
FINISH

ONE MILE  
INTERNATIONAL  
THURSDAY

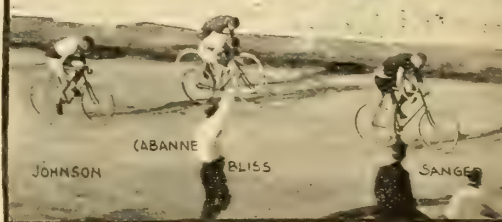


GENERAL  
VIEW

# SPRINGFIELD 1894



BLISS DANVER JOHNSON  
ONE MILE HANDICAP WEDNESDAY

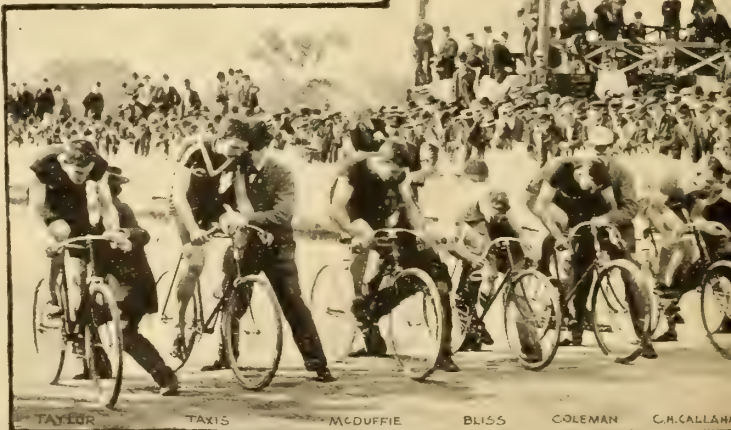


JOHNSON CABANNE BLISS SANGER



JOHNSON CABANNE BALD BROWN MAC DONALD SANGER TYLER JOHNSON

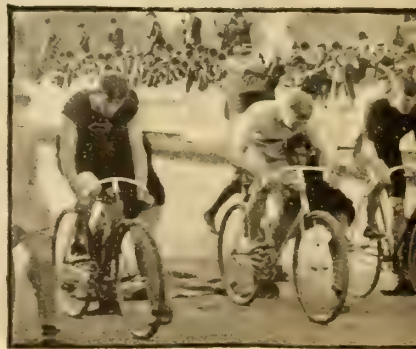
HALF MILE  
OPEN  
THURSDAY



TAYLOR TAXIS McDUFFIE BLISS COLEMAN C.H. CALLAHAN



ONE MILE  
HANDICAP  
WEDNESDAY







BROWN BALD TAYLOR SANGER JOHNSON



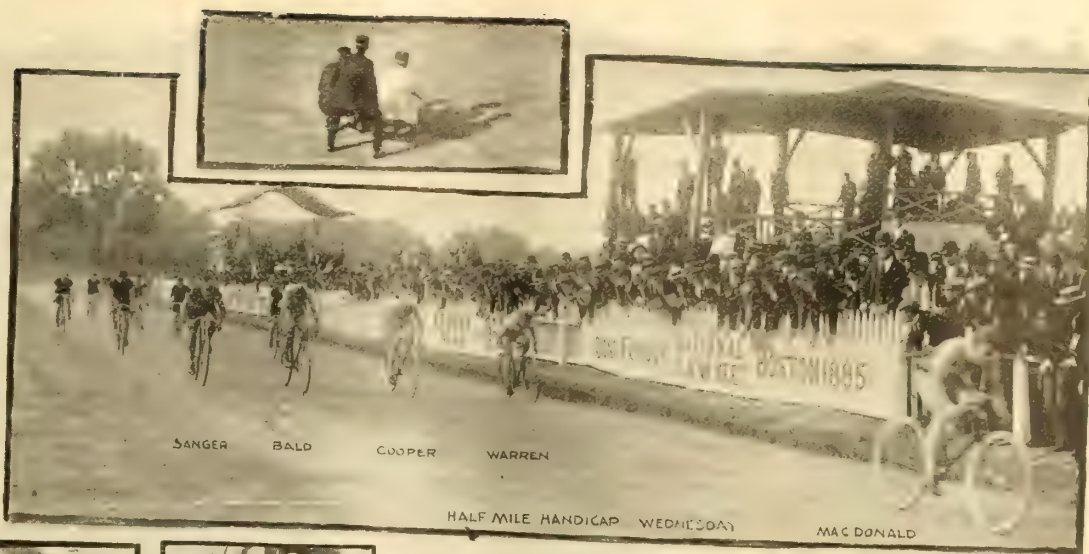
BALD



THE SCRATCH WEDNESDAY  
TITUS BROWN MACDONALD



HALF MILE



SANGER BALD COOPER WARREN

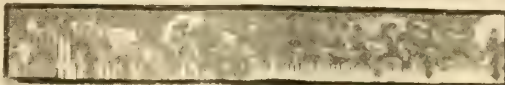
HALF MILE HANDICAP WEDNESDAY  
MAC DONALD



HALF MILE HANDICAP THURSDAY



ONE MILE HANDICAP THURSDAY  
TYLER AND CABANNE ON  
SCRATCH



HALF MILE HANDICAP THURSDAY  
MACDONALD WINNING



MEMORANDUM





HALF MILE 105 CLASS THURSDAY

MAC DONALD WINNING



START AND FINISH ONE MILE INTERNATIONAL THURSDAY



SANGER BALD COOPER WARREN

HALF MILE HANDICAP WEDNESDAY

MAC DONALD

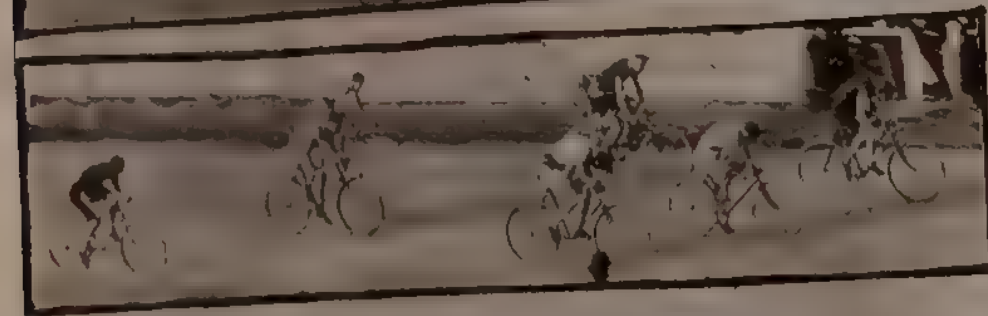


GENERAL VIEW

# SPRINGFIELD 1894



JOHNSON CABANNE BLISS SANGER BALD



BLISS SANGER ONE MILE HANDICAP WEDNESDAY



ONE MILE SCRATCH WEDNESDAY

TAYLOR TAXIS McDUFFIE BLISS COLEMAN CHALLAN CABANNE TITUS BROWN MAC DONALD



ONE MILE HANDICAP THURSDAY TYLER AND CABANNE ON SCRATCH



MAHMS CABANNE BALD BROWN MAC DONALD SANGER TYLER JOHNSON

HALF MILE OPEN THURSDAY



Read NEW YORK TIMES BEST REPORT RIDE DUNLOP TYRES

ONE MILE HANDICAP WEDNESDAY



ONE MILE HANDICAP WEDNESDAY



HALF MILE HANDICAP THURSDAY MAC DONALD WINNING



## ELLIOTT FOR CHIEF CONSUL.

**It Looks as if the Editor of "Good Roads" Would Have a Walk-Over in Massachusetts—Waltham After Records.**

BOSTON, MASS., Sept. 15.—The Bean eaters are just now waking up from their summer vacations and getting to work again on road and in the clubhouses preparing for the winter and manifesting all the activity of a very healthy and energetic cycling life. The entire eastern part of the state is working hard in many events for the racing interests of the sport, and politics have begun to simmer mildly again.

This seems to be one of the "off" years in division politics. The nomination and election of Sterling Elliott for chief consul seems to be a foregone conclusion. Political differences and fights come only about once in two years, if the history of the Massachusetts division may be taken as anything to go by. Last year such a hot fight was waged between the two factions as was never seen in the state. This year there is not even the shadow of a difference or anything that can be construed as such. The regular meeting of the board was held last Wednesday evening at the city hall in Springfield. Chief Consul Perkins presided and there was a very fair attendance of representatives.

Mr. Perkins presented a written report and in it stated that, as he had been chief consul for three years, he thought it time to get out and let some one else try his luck. He said that when he took hold of the division three years ago, its membership was but a trifle over one thousand. Now it has a

### Membership of More Than 5,200.

He referred especially in his report to the success that had attended the efforts of the League in Massachusetts for better roads and in legislation along that line. He said that the division was now recognized in national politics and doings, and that she had a member of the National Racing Board and a member of the National Executive Committee. He also mentioned the passage of the universal and uniform law relating to the regulation of wheels, and said that there was a movement on foot to get some national enactment to the same effect. He asked the incoming nominating committee to place his name on the list of representatives as he wished to remain a member of the board and in touch with the workers. He promised that his interest should never lag and that he should always have the welfare of the division and the League at heart. On motion of Mr. Crowther, it was voted to extend to him a vote of thanks for his services and assure him of the regret of the board at his necessity for leaving the chief consulship.

Secretary-treasurer C. S. Howard made an interesting report in which he said that while the losses of other divisions the past year had been from 35 to 50 per cent on account of the business depression, Massachusetts had lost but 12 per cent. He said that Massachusetts had given three large meets,

### Spent a Large Sum of Money

on road books and that she still had in the treasury \$1,285 with \$400 due from the national secretary.

Other routine reports were read, accepted and placed on file.

The nominating committee was chosen as follows: George A. Perkins, of Boston, J. F. Adams, of Haverhill, S. T. Williams, of Malden, D. E. Miller, of Springfield, and George L. Sullivan, of Boston. This committee will hold its first meeting in about two weeks. It must bring in nominations for chief consul, vice-consul, secretary-treasurer, and list of representatives. It is probable that the list of representatives will be somewhat changed over that of last year.

The by-laws of the division were so amended that the time of voting is now only 10 days instead of 30 days as was previously the case. This is a very wise move, as nearly all the votes are always cast in the first ten days. The vote this year will in all probability be small. The returning board was increased from seven to ten members and its members are as follows: J. C. Kerrison, J. E. Tippet, A. J. Ochs, Allen Swan, A. B. Cooper, P. C. Spring, B. J. Harriott, N. W. Starbird, G. L. Sullivan, and A. G. Frothingham, all of Boston.

Now as to consulship timber. Three men have been mentioned. D. E.

Miller, F. A. Adams and Sterling Elliott. Mr. Miller is the present vice-consul, president of the Springfield Bicycle Club, manager of the revival of the tournaments, and a clever and successful business man. He has recently become so absorbed in business that he has resigned his presidency of the club and says that on that account he could not think of standing for office. He says too that he realizes that the office of the chief consul should be in the capital city and thinks that where other divisions have followed this rule, they have lost members and

### Declined in Membership and Influence.

He is willing to take the vice-consulship.

Mr. Adams, of Haverhill, feels the same about the business of the division as does Mr. Miller. He, therefore, will not consent to stand. Either of the men would make a fine chief consul and either of them would suit everybody in the division. Sterling Elliott is in the same category and he has the advantage of being situated in Boston. He is willing to take the nomination and will receive it without much doubt, and be elected without half trying.

As to the secretary-treasurership no one thinks for a moment of putting up any one else but C. S. Howard, who has held the office so long and honorably. Therefore the politics of the division this year seem to lack snap, and all that might make them at all lively. Thank the good Lord for that!

By the way, Sterling Elliott is at work on a scheme of guide posts, or rather guide hands, which will be a grand good thing if they once "catch on." He is having made out of sheet steel, a big hand eighteen inches long. On the wrist is stamped the seal of the L. A. W. The fingers point straight ahead. On the fingers is painted the name of the place and the distance. For instance, "Chicago, twelve miles." These he proposes to dispose of to those persons or those organizations interested enough to buy them and place them in a position where such a thing is needed. The cost will be small. The L. A. W. will get an immense amount of advertising and possibly something out of it.

W. D. Bradstreet, of the Waltham track, has decided on October 4 as the date of his second annual tournament. He has secured already the entrance of Bald, Sanger, Tyler, Bliss, Johnson, Cabanne, MacDonald, Titus, Coleman, Taylor, McDuffie, and in fact

### All the Big Class B Men on the Path.

The Class A men are flocking to the feast too in large numbers. Every prize will be a diamond. There will be three events for each class, and a special event, a mile in which three men will ride in each heat. Bald, Sanger, and Cabanne will ride in the first. In the second will be Tyler, Bliss, and Johnson. Then the winner of the heats will ride in the final. This will furnish three great

races which will have to be ridden from tape to tape with no jockeying.

Mr. Bradstreet is nothing, if not original, and his schemes in this line have always been successful. There is a rumor to the effect that Johnson will issue a wholesale challenge to the field to ride him a series of match races for some trophy under special sanction. Johnson and Tom Eck are already at Waltham. They will have a go at all the marks beginning with the shorter distances, and working up to the hour record. Tyler is on his way, Taylor will arrive in the middle of the week, and Bliss is expected before the last of next week. It looks as if we would have a record carnival here this fall sure. Mr. Bradstreet is very anxious to have his track hold the marks when the snow flies, and it is very probable that he will.

While some of the workmen were digging the other day just outside the upper turn of the track, they came across, only a foot and a half of the surface, a skeleton of a full-grown man. There is no cemetery on that side of the river, and the only theories are that it may be that of an Indian, who a great many years ago roamed over this district, or the

### Victim of a Forgotten Tragedy.

"Brad" says that it must be that of some disappointed racer who has "shuffled off this mortal coil."

The A. C. C. has placed its dates for the annual interclub road race for October 6. There will be but one race this year, unlimited. Five men will be entered from each club which will be narrowed down to three on



F. H. ALLEN, OF SPRINGFIELD, MASS.,  
HOLDER OF THE CLASS A MILE RECORD OF 1:50 1-5.



the day of the race. By the recent statute regarding the use of wheels in the public road, any one wishing to ride faster than ten miles an hour must get a permit from each and every town through which the course passes. The famous A. C. C. course is through Brookline, a very beautiful suburb of Boston, and the richest city per capita in the country. All the other towns through which the route passes have granted the favor asked by the A. C. C. While Brookline has not officially refused to grant the permit, it is acknowledged that it will do so very soon. It is understood that the reason for this lies in the fact that an accident recently occurred within the limits of the town which might have been averted had the riders been riding within the speed limit set down by law. Secretary Abrahams, of the A. C. C. said the other day: "The riders could go over the distance in Brookline before anybody would know anything about it. At the start there would not be 7 minutes before the first man and the last, and coming home not more than fifteen. We shall hold the race without any doubt and it will probably be over the Linscott course."

Is this the beginning of the end? Road races exist merely by the toleration of municipal authorities. It has been pointed out many a time that sometime these authorities would take steps to stop a sport, which, while it may be exciting and fine, technically speaking, is nevertheless dangerous to riders and those whom chance has placed along the route of the race. The race will undoubtedly be run, but not through Brookline as there is no appeal from such a refusal. But now that the precedent has been made, it may be followed and undoubtedly will by other municipalities.

**Boston Means to Get the National Meet**  
for 1895. Systematic efforts to create enthusiasm and boom the thing have already begun and their first results was seen at Springfield. Boston men arrived in Springfield the day before the meet opened with hundreds of badges bearing the stamp of the A. C. C. and the legend "The National Meet at Boston in 1895." These were distributed everywhere. It seemed as if every man, woman, and child in town wore one. Clerks, bellboys, and waiters were decorated with them and even the saleswomen in the stores of the place. It was a good stroke of work and has started the thing in good shape. Another clever piece of booming work was an immense sign tacked on to the inside fence of the track where everybody could see it which read "Don't forget the national meet at Boston in 1895." To be sure Asbury Park did succeed the last day in putting up a similar sign but it was not original and decidedly took a back seat. That "Holmes" agreement about which so much has been said and written was freely discussed at the meet. Said one of the interested attendants at the meet at Springfield: "You fellows in Boston seem to be pretty cock sure that you are going to get your meet." To be sure we do and if square dealing, fidelity to pledges, and the aid of the votes Denver can swing, count for anything, she will get it.

Lon Peck, his brother Arthur, A. W. Pease, secretary of the Press club, and G. W. Wilson started tonight for a two weeks' tour in the British provinces.

Henry Crowther is writing an article for *Good Roads* entitled, "How to Increase the League Membership." It is said to be a very interesting thing and will certainly be read with interest coming from the pen of one who has had so much experience in League matters.

**BEST COAST MEET OF THE YEAR.**

SAN JOSE, CAL., Sept. 10.—Today was probably the greatest in the history of California cycling. It was the occasion for the largest attendance at a race meet ever held in this state. The meet was promoted by the Garden City Cyclers, of this city, and was a success from every standpoint, though the programme was a little too long, there being twenty-seven races in all, when twenty would probably have been sufficient. The races were run off in one, two, three order and the spectators complained but little. The club used its best efforts to have the races much on the same style as the Denver meet. Pacemakers were introduced for the first time in competition races on this coast and their advent proved a decided success. The track was in very good condition and the weather was perfect.

There was a large attendance; fully five thousand people witnessed the races. Today was a state holiday, it being the anniversary of California's admission to the Union and, following the usual custom, the Native Sons and Daughters chose some town outside the metropolis as a gathering point, where all the sons and daughters of the state could meet and join in the annual celebration. This city was the place selected for this year's celebration, and the Garden Citys improved the opportunity by giving the most successful race meet ever held on this coast.

Walter Foster was looked to to establish some new coast records, and but for a terrible fall which he sustained a few days before the races, would surely have satisfied the expectations of his admirers. The accident occurred while trying for a quarter-mile, unpaced. He had just completed the first eighth in less than 13 seconds, and was rounding the last turn for the half when his wheel shot out from under him, and sent Foster sliding along the ground for fifteen feet or more. He was advised not to ride in today's races, but as he was extensively advertised to appear, and not wishing to disappoint the public, he insisted on riding. The poor fellow appeared on the track with both knees, one ankle and an arm in bandages, and considering his injuries, he made wonderful time with the one good leg, riding a mile heat in 2:21. Foster was presented with a handsome watch fob, a token of esteem from the Garden City Cyclers.

Charley Wells, "the boy wonder" was given an ovation when he

appeared on the track. He arrived home yesterday, and without any training whatever, rode in today's races. He is looking fine after his eastern trip, and will soon be in his old riding form.

Several accidents occurred in the Class A events, the most serious happening to one of the two judges, who almost lost an eye by one of the rider's handlebars striking him as he leaned over the track to watch the contestants.

The Hancock brothers, of the Bay City Wheelmen, gave the spectators a treat when they lowered the coast tandem record from 2:46 to 2:16. They were paced in the last half by George A. Nissen, of the same club. They have only been riding a tandem for three weeks, and had not trained very faithfully for the effort.

- Summaries:**  
One-mile novice.—Richard A. Moody, first; H. H. Jones, second; Al Swain, third. Time, 2:35½.  
One-mile scratch, class A.—M. F. Rose, first; Syd. B. Vincent, second; W. G. Elliot, third. Time, 2:22½.  
One-half mile handicap, Class B.—Russel Cushing, 45 yards, first; Tony Delmas, 60 yards, second; H. C. Smith, 40 yards, third. Time, 1:06¼.  
Half-mile handicap, Class A.—A. N. Jones, 50 yards, first; Richard Moody, second; Elliot, third.  
One-mile handicap, Class B.—E. L. Long, 75 yards, first; Tony Delmas, second; Russel Cushing, third.  
The special race for Native Sons was won by C. H. Cowell, with V. Navlett, second. Time, 2:47.

**COAST RACING.**

RIVERSIDE, CAL., Sept. 10.—The third annual meet of the Riverside Wheelmen took place today and was attended by a large crowd of enthusiasts. Some of the best men in southern California took part in the day's sport and though no very fast time was made in the various events, the spectators were much interested in the finals. The day was fair and warm, but a stiff breeze handicapped the men and made record breaking out of the question. A thirteen mile road race preceded the track events. There were thirty-seven starters. Phil Kitchen, a scratch man, won the first time prize in 35:56. Following is the record of the first ten men.

PO.	NAME.	TIME.	HDCP.
1	F. W. Robbins	36:14½	2:30
2	G. B. Cox	36:45	3:00
3	Will Rodriguez	36:16	3:30
4	Ed Wasson	37:00½	3:00
5	W. McCrary	37:01	3:00
6	E. C. Morrow	39:08	5:00
7	J. D. S. Peach	37:20½	4:00
8	C. W. Lehr	38:24	4:00
9	C. G. Robbins	37:55	4:00
10	Walter Tyler	38:30	4:30

- Summaries:**  
One-mile novice.—George B. Cox, first; Ed Wasson, second. Time, 2:35.  
Half-mile, Class B.—W. A. Burke, Los Angeles, first; W. A. Taylor, second. Time, 1:09.  
One-mile, Class B.—W. A. Burke, first; J. W. Cowan, second. Time, 2:32½.  
One-mile, Class A.—T. Q. Hall, first; W. A. Taylor, second. Time, 2:28½.  
Two-mile handicap.—W. A. Taylor, first. Time, 5:13½.  
Quarter-mile, Class A.—W. A. Taylor, first; W. J. Allen, of Los Angeles, second. Time, :35.  
The closing event was one of the most exciting of the day. It was a five-mile handicap and had originally nine starters, but all dropped out except three. They finished in the following order: J. W. Cowan, first; E. Ulbricht, second; F. G. Lacy, third. Time, 18:53.

**RACES AT SIOUX CITY.**

The Interstate Fair, in connection with other attractions, will give two days' bicycle races, four races each day, October 9 and 10. Liberal prizes will be offered to Class A men. Correspondence should be addressed to C. H. Martin, secretary.



The father of A. W. Harris, the English "pr"



**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

# 20

## WORLD'S RECORDS !

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES.**

**5 NEW WORLD'S RECORDS.**

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**ALL ON MORGAN & WRIGHT TIRES**  
**AT SPRINGFIELD, MASS.:**

GEO. C. SMITH, CLASS A, 1-4 MILE, STANDING START, UNPACED,	:30
NAT BUTLER, CLASS B, 2 MILES, FLYING START, PACED,	- 4:04 4-5
J. S. JOHNSON, CLASS B, 3 MILES, FLYING START, PACED,	- 6:26 3-5
J. S. JOHNSON, CLASS B, 4 MILES, FLYING START, PACED,	- 8:38 3-5
J. S. JOHNSON, CLASS B, 5 MILES, FLYING START, PACED,	- 10:48 4-5

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Harley Davidson, of Toronto, Canada, on Morgan & Wright Tires,  
equaled world's record, quarter mile, flying start unpaced, class A, time, :28.

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**MORGAN & WRIGHT, CHICAGO.**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**



## FALLS ON MANHATTAN FIELD.

NEW YORK, Sept. 17.—The race meet of the Harlem Wheelmen was held at Manhattan Field last Saturday and was attended by fully 9,000 people. A bad rain the night before the meet threatened to play havoc with the anticipations of the promoters, but shortly before the hour appointed for the starting of the first race, the sun broke through the clouds, and blazed down in all his glory on the riders. Several falls occurred during the day, the most serious one of which was in the mile handicap, Class A, final heat. There were twenty men in this race, and notwithstanding Referee Howard E. Raymond's caution, the field was sent away even while Mr. Raymond was speaking. On the third lap the lot bunched, and coming down the stretch, presented as pretty a sight of animation as one could wish to view, when—crash!! down goes a rider, and immediately three more are piled on top of him. The names of the four men are, P. F. Dunn, Hastings; A. J. Hargan, Newark; J. A. Prescott, Tarrytown; F. A. Nagle, Riverside Wheelmen. Dunn and Prescott were pretty badly injured and were carried away unconscious. In all fairness let it be said right here, that this fall was not the fault of the track, but was caused by the tire on one of the rider's machine exploding. Mr. Bunnell, of the Manhattan Field management, said to THE BEARINGS man "that he would not rent the field to another club for the purpose of racing, unless the agreement be made that no more than ten men be allowed to start in a heat. This was the specification made with the Harlem Wheelmen," said Mr. Bunnell, "but they broke their promises, and here is the result."

Referee Raymond also seemed wrought up over the reckless manner in which such a large number of men were sent away together in a contest on this track. It so happened that the lap on which the accident occurred was the lap on which the bell should have been run, signaling "last lap"; but in the excitement which followed the fall, the bell ringer forgot his duties, and waited for the next lap, which caused the men to ride one quarter of a mile over the distance of the race.

Then ensued a grand argument in which Mr. Raymond remained as usual cool and conservative, ending in the decision that the men should be awarded the prizes according to the manner in which they finished on the fourth lap. Mr. Raymond also said that he would suggest to the club the advisability of making good the difference which the error caused the leader of the fifth lap. Said the referee: "The Harlem Wheelmen are to blame for appointing men into responsible positions who have never before officiated at race meets and who are merely asked to serve as a compliment to them, as club members." In regards to the man on whom the blame should be placed for not ringing the bell there is a question. One thing, however, is clear, and that is that E. A. Powers, the popular captain of the Riverside Wheelmen was in no way guilty. Powers has been officiating at races too long to get rattled over an accident on the track. Some of the daily papers blame him for the entire mistake, but the writer who served in the position of "errand boy for the press," knows that the error was not Powers'.

There seems to be every reason to believe that the polo grounds and Manhattan Field will be thrown into one before another year has flown, and then New Yorkers will be able to witness cycle racing on a grander scale, upon a half-mile track. All this comes in connection with the new cash prize league and the information comes from a reliable source. It also seems quite the thing, from chats and talks held while in Springfield last week, that Johnson and Sanger will turn professional as soon as the word is given, which will be in plenty of time for a meeting between Zim and them when Arthur A. returns to America.

The meet Saturday was on part of the national circuit and the following Class B men were there: F. J. Titus, W. F. Murphy, Ray MacDonald, W. J. Helfert, A. H. Barnett, E. A. McDuffie, H. R. Steenson, C. R. Coulter, A. I. Brown, L. C. Johnson, and E. C. Johnson.

### Summaries:

One-mile novice.—D. R. Thompson, first; W. D. McGurn, second; A. Eickhoff, third. Time, 2:40. Three men fell in the second heat and two more in the fourth heat.

Half-mile open, Class A.—W. A. Barbeau, Riverside Wheelmen, first; George B. Cobb, Jr., Harlem Wheelmen, second; F. A. Nagle, Riverside Wheelmen, third. Time, 1:11½.

One-mile handicap, Class B.—A. H. Barnett, 120 yards, first; E. A. McDuffie, Malden, Mass., 30 yards, second; Ray MacDonald, third; F. J. Titus, scratch, fourth. Time, 2:15½.

One-mile handicap, Class A.—E. A. Boffinger, scratch, first; Chas. Granger, 20 yards, second; C. S. Henshaw, 70 yards, third. Time not taken. Twenty riders started in the final heat of this event, and a bad spill on the third lap caused general confusion, during which the bell ringer forgot to signal the last lap to the men.

Two-mile handicap, Class A.—George B. Cobb, Jr., 70 yards, first; W. A. La Due, New York, 150 yards, second; E. A. Boffinger, scratch, third. Time 5:01½.

Two-mile handicap, Class B.—A. H. Barnett, 180 yards, first; H. R. Steenson, 180 yards, second; Ray MacDonald, 70 yards, third; W. J. Helfert, Utica, N. Y., 120 yards, fourth. Time, 4:47.

Three-mile team race, three teams competed, viz.—Riverside Wheelmen, Greenwich Wheelmen, and New York Wheelmen. A good idea in this event was the fitting of each man with a colored cap, according to his team. For instance, the R. W.'s wore yellow caps, the G. W.'s, wore blue, and the N. Y. W.'s wore red caps. The Riversides won, scoring one, two, three on each lap; Greenwich Wheelmen scored the second largest number of points. Time, 8:29%. The winning team consisted of F. F. Goodman, C. K. Granger, and J. W. Judge.

Five-mile special, Class B, scratch.—F. J. Titus, first; Raymond MacDonald, second; W. J. Helfert, third; W. F. Murphy, fourth. Time, 13:03%. A new track record for the distance. Steenson quit at the end of the first mile, and McDuffie fell on the second lap of last mile. The race was won by three-quarters of a length.

The result of the competition for the novice championship of the Metropolitan district was as follows: George B. Cobb, Jr., Harlem Wheelmen, 42 points, first; W. A. Brown, New York, 14 points, second; J. W. Tilford, Riverside Wheelmen, 5 points, third. The contest was open only to members of clubs that belonged to the M. A. C. C., and they must have run first, second, or third in a novice race in 1894 to be eligible to competition. Points were scored according to such men's finish in the Class A events of the day.

## PEORIA'S RACE MEET.

PEORIA, Sept. 18.—The Peoria Bicycle Club's one day race meet for 1894 took place today at Lake View track before a large and enthusiastic audience. The day was almost perfect, the sun shining all throughout the races, and the track in fairly good order, though not as fast as at some of the former meets, the very wet weather of the past few days making it impossible to put the necessary work on it to make it good. The races were well contested, the finishes being close and exciting in the majority of them. Anderson, of Roodhouse, was the best man at the meet and carried away the honors. Nelson, of Chicago, winner of one of the Pullman road races, was probably the next best man. All the events were Class A.

### Summaries:

One-mile novice.—L. W. Flint, Peoria, first; H. L. Hutchinson, Peoria, second; A. W. Mendenhall, Peoria, third. Time, 2:40.

Two-mile handicap.—C. S. Batchelder, Decatur, 180 yards, first; W. C. Bartlett, Peoria, 150 yards, second; J. F. Faries, Decatur, 160 yards, third. Time, 4:55½.

Half-mile open.—E. E. Anderson, Roodhouse, first; M. Nelson, Chicago, second; J. E. Miller, Peoria, third; C. S. Batchelder, Decatur, fourth. Time, 1:11½.

Three-mile handicap.—J. F. Faries, Decatur, 240 yards, first; O. E. Snyder, Peoria, 400 yards, second; Ned Bates, Watseka, 300 yards, third; H. W. Thielbar, Peoria, 200 yards, fourth. Time, 7:37.

One-mile open.—E. E. Anderson, first; M. Nelson, second; Fred Parmenter, Peoria, third; J. E. Miller, fourth.

Half-mile, boys under sixteen.—Earl Cassell, Peoria, first; Sidney Gault, Knoxville, second; W. F. Johnson, Peoria, third. Time, 1:23.

One-mile handicap, Peoria Bicycle Club.—H. B. Conibear, Peoria, 50 yards, first; W. C. Bartlett, 60 yards, second; J. T. Hunter, 75 yards, third; H. Thielbar, 60 yards, fourth. Time, 2:27.

Quarter-mile open.—M. Nelson, first; F. L. Parmenter, second; F. S. Coleman, Peoria, third. Time, 34¾.

One-mile unpaced, standing start.—E. E. Anderson, first, in 2:28; M. Nelson, second, 2:26¾; F. L. Parmenter, third, 2:35¾; F. S. Coleman, fourth, 2:39¾; F. B. Thompson, fifth, 2:40¾.

## An Eighteen-Mile Road Race.

NEW YORK, Sept. 15.—The East Orange Ramblers held their annual eighteen-mile road race today over a New Jersey course. The excitement grew to be intense after the first round. The course was not in the best of condition, but the time made was not bad.

### Summaries:

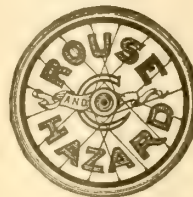
PO.	NAME.	HANDICAP.	TIME.
1	C. M. Lefferts	4:00	56:27
2	F. M. Bennett	Scratch	54:11
3	A. J. M. Edwards	Scratch	54:17
4	C. B. Van Ness	10:00	1:05:12
5	W. D. Clark	1:00	Not taken
6	J. T. Scari, Jr.	7:00	Not taken
7	Ed. Hornbach	8:00	Not taken
8	C. R. Deas	12:00	Not taken

## Utah Century Record Broken.

SALT LAKE, UTAH, Sept. 17.—T. S. Jensen, of the Social Wheel Club, lowered the state century record to 8:15:00 today over the Salt Lake-Springville course. The distance is 103 miles, and seventy-eight miles were ridden unpaced. Jensen stopped 1 hour and 10 minutes on the road so the actual riding time was 6:05:00. The former record was 9:22:00 made by C. A. Emise and A. P. Senior, June 3.

## STATE FAIR RACE MEETING.

It will be to the interest of all readers to visit the state capitol on Saturday, September 29. The Illinois State Board of Agriculture have set aside one day for bicycle racing—there will be prizes for three B and seven A events—principally diamonds amounting to \$1,000 in value. Reduced rates on all roads can be obtained on account of the state fair. The Capitol City Cycling Club have control of the racing and will provide entertainment for visitors. Pacemakers will be used in some races and as the track is one mile clay surface, it will be no trouble to break state if not national records. In '92 there were four world's records broken on this track at the state meet. Better go and have a time, Springfield ain't so slow. Send to J. P. Fogarty for entry blanks.



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On Warranted Bicycles of this year's make. . . .

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No such reliable goods at anywhere near the prices have ever been offered. Dealers can meet any competition in the U. S. at the present time with these goods.

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 26-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	60
'93 Ladies' Regis, weight, 32 lbs. Highest grade	150.	75
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	75

**Liberal Discounts from these prices.** Send for Special Bargain List and Discounts. Buy a sample machine, it will not cost you much, and you will be convinced these cycles offer the best value on the market today and are ready sellers.

**ROUSE, HAZARD & CO., 142 G STREET PEORIA, ILL., Manufacturers.**  
MENTION THE BEARINGS.





BEARINGS' tour will no doubt be a big success while mine was a wretched failure.

I never have been able to understand that peculiar kind of human nature which grasps at straws and lets planks go. The tour that I proposed was a big one. Two of its features were a glorious ride across the Pacific ocean (on safeties) and a big racing meet with the natives of Timbuctoo, participated in by the members of the Booriobooragian Century Club. I published in this column the personal letters to me of the Nizam of Hyderabad and the Gaekwar of Baroda, to say nothing of the Akoond of Swat, all of whom promised to give our party the very best entertainment that lay in their power. The only condition of the tour was that members who anticipated going should pay me cash down a trifle of \$5,000 each.

Yet, strange to say, not a single cyclist in Chicago, or elsewhere, responded to my cordial invitation and the Nizam, the Gaekwar, and the Akoond are still awaiting our arrival on their shores.

The tour proposed by the manager of this paper takes in ONLY the continent of Europe, or a part of it, and the expenses are a trifle, a mere bagatelle, and yet I understand that already several cyclists in the vicinity have made deposits of money and are telling their friends about the fine time they are going to have. Then again THE BEARINGS' tour covers only three months, while my tour was projected for a period of twenty-five years! The perversity of human nature is something I was never able to comprehend and I am very free to confess the same. But I suppose it is with me as with all men of genius. Our efforts, no matter how grand they may be, are always ignored by the common herd, while mere business men beat us out in the race.

But never mind, I have a tour for next fall which, when announced, will astonish the world and if I can't get anybody to go with me I will go alone. Genius is bound to win.

#### Is Zimmy a Changed Man?

It grieves us to observe that Zimmerman's professionalism has been corroding his character. If reports say truly (and who ever knew an English newspaper to misrepresent facts?) Zimmy's face has changed woefully since his immersion in the maelstrom of Parisian professional cycle racing. So great has been the change, it is most gravely asserted, that the people refuse to buy his latest photographs.

What is this awful change? You will ask.

I have not seen the champion since his departure from these shores, but I understand Zimmerman's face is as different now from what it used to be as a cloudy sky is from the cerulian hue of Italy's fairest empyrian. Zim always had an earnest expression of countenance—at least in his photographs. That earnestness, it is said on the other side, has deepened and deepened until it is no longer earnest. It has been haggard and truculent to use a more definitely descriptive word. The face now scowls at you as if the champion queried your right to look at him. Some physiognomists who claim to know all about such things have it that the effect is one of avariciousness. And they say that the real face justifies the haggard and truculent effect that is got out of the camera.

Who is it that has ever seen Zimmerman vis-a-vis that can forget his smile? I think Zimmy's smile, and the general expression of his face when smiling, was one of the neatest things I ever met with in all amateur athletics. Now and then, after a hard day's work, perhaps it was a tired smile, but it was there just the same and it was beautiful. And now they say that the champion never smiles.

It may be that he has grown rich by his performances on the continent. If he has and if, also, he has grown rich at the expense of whatever sunniness there was in his make-up while an amateur, he is really to be pitied despite his newly acquired wealth.

It is also said that on several occasions lately he has spoken in the most brusque and impolite fashion to his slavish admirers in the grand stand when they were a trifle too profuse in their plaudits. If this also be true then truly should we all lift up our voices and weep; for Zimmerman,

as we knew him, is dead and only his savage and implacable ghost remains.

But as for me, I prefer to wait until the champion returns and until I see him once more on the track. Then I shall be able to set all doubts at rest. And if he is really as black as he is painted by our London and Paris friends, I'll take my hands out of him. But not till then.

Mrs. Kendal "Does" the Idler.

"What! you here—again!"

It was with these words that Mrs. Kendal, the famous English actress, greeted me as she turned around in her boudoir at the Auditorium and saw the Idler waiting, hat in hand, for her pleasure.

"Yes, madam," I replied, "I am here again. Like the ghost of Mr. Banquo in the play, I can not be thrown down. Therefore do not attempt it."

There was a wild light in the lady's eyes as she looked around the room apparently for help. Seeing none, she continued:

"I thought the last time I saw you in this accursed town that you promised never to darken my door again. But here you are, and as Mr. Kendal is down at the theater counting up the box receipts of last night, I suppose I must give in. Oh, these interviews!"

"Mrs. Tanqueray—I mean Mrs. Kendal—" I exclaimed, "I trust you understand that I mean no offense. It is not my fault if my paper insists on having an expression of your opinions. Therefore you will oblige me by being brief and to the point."

"Well, well!" the lady returned in a resigned way, "go on, I suppose you must."

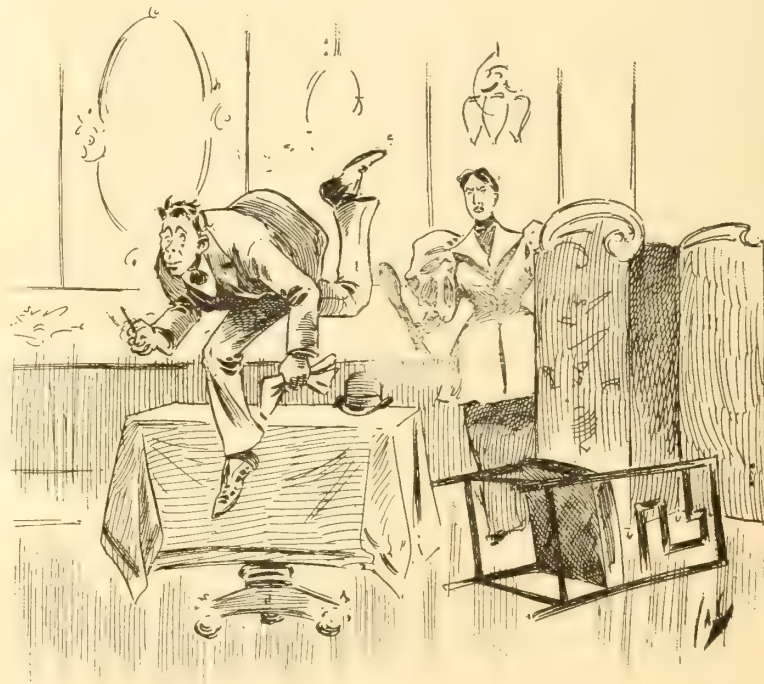
"Mrs. Kendal," I said, placing my Berliner hat on the table and taking a seat on an exquisitely tapestried chair near the great actress, "I want to know if you intend becoming a professional in order that you may meet Zimmerman, as the London cycling press has stated?"

The second Mrs. Tanqueray toyed with a \$4,000 diamond ring on her left thumb and eyed me curiously.

"Ah!" she exclaimed, "I am dead on to you, chappy. You want to find out my plans and then go and bet on the result. Well, it won't work in this case."

"Will you issue a defi to Zimmy?" I queried.

"Defi! well, I should say not. All England knows that when that cuss learned that I had crossed the channel he fled from Paris and went at once



to England. Does that look as if he wanted to meet me? I should say not. Rather! I am willing to race him any way he wants—for time, distance, track, or road, cash or glory. I'll fight him in a room, tomorrow, on the turf, before a club any time or place he wants for a purse of \$25,000 and a side bet of \$10,000."

Mrs. K. had evidently been reading the papers anent the Corbett-Jackson fight and got a bit mixed in her nomenclature. Her color was rising and she evidently came to the conclusion that the Idler was either Zimmerman himself or his agent or his brother-in-law, for she picked up a chair and made at your humble servant with a ferocity that induced him to step behind the table and protect himself with specious logic.

But the lady's wrath was not to be appeased by logic, and reaching behind a screen for a club she made an onslaught on me at such a pace that I was fain to make my way out the door and retreat precipitately down the grand marble staircase. As I escaped I thought I heard the divine voice of the actress muttering to herself words like the following:

"Well, of all the blooming gazabos I ever came up with in all my professional career this here geezer is about the so-idenest. I wonder if 'e knows just where 'e are."



### FEAR FOR LENZ'S SAFETY.

Frank Lenz, the globe trotter, has not been heard of since the first of February and his aged mother in Pittsburg is nearly distracted. At that time Lenz was just entering the great Persian desert. As this is a thousand miles across, Lenz should have completed that journey long ago. It is feared Lenz has died of some malady or has been taken captive by hostile Tartars and held for ransom. These Tartars are a dangerous class and Lenz's Pittsburg friends are very much worried and inclined to the belief that they have seen the last of their club mate. A relief expedition is being talked of. The cost of such an expedition would easily be met by popular subscription of American cyclists, the Outing company and the wheel manufacturers, whose wheel Lenz is riding. When last heard of Lenz was feeling well and strong. He was a little lighter than when he left this country some two years ago, but felt that his long and arduous journey would soon be over. Charles Petticord, a Pittsburg cyclist, was Lenz's chum. Petticord is now, after a long siege of sickness, just able to be about on crutches. It had been Mr. Petticord's intention to go after Lenz, meeting him somewhere in Europe. He was to be the advance agent, as it were, and arrange for receptions en route and a triumphal march when Lenz should reach America. Petticord would today head the proposed relief expedition, but his sickness will prevent.

If the truth be told, Frank Lenz has not received the credit due him for his daring ride, which seems to have come to so ignominious an end in the great Persian desert. When Tom Stevens made his historic trip around the world, the first on record and made on the ordinary—the traveler followed a pleasant and peaceable route as compared to the route Lenz has followed. Stevens met with no such difficulties as have befallen the lot of Lenz. The latter was a year arranging his present trip, and in arranging it planned to have company. Petticord was to have gone with him, but at the last moment failed him. Petticord realized the difficulties and dangers of the trip. He had an only sister to look after and secured a position, long sought for, just on the eve of starting.

### RHODE ISLAND CHAMPIONSHIPS.

PROVIDENCE, R. I., Sept. 15.—The tournament of the Pawtuxet Valley Wheelmen, this afternoon at the River Point track, resulted in the breaking of several state records. As Monte Scott, who has held the state championship for eight years, was ineligible, unusual interest has been manifested as to who would be the new champion. In the state championship race H. B. Hills, Jr., finished first, followed closely by Everett Hall, who claimed a foul and protested the race. Referee H. L. Perkins withheld

his decision till he could consult with Chairman Raymond. The track record for a mile went to Hans Hanson in 2:23½. Frederick Devlin made a state record by riding a mile unpaced in 2:29½.

#### Summaries:

One-mile, 3:00 class.—T. E. Hatch, first; W. H. Roland, second; R. S. Mason, third. Time, 2:41½.

Two-mile handicap.—H. B. Hills, Jr., first; J. Foster, second; E. Hall, third; T. E. Hatch, fourth. Time, 4:51.

One-mile Kent County championship.—A. E. Place, first; J. M. Hanna, second. Time, 2:28½.

Half-mile dash.—E. Hall, first; W. H. Roland, second. Time, 1:14.

One-mile state championship.—H. B. Hills, Jr. first; E. Hall, second; W. H. Roland, third. Time, 2:32½. Protested.

One-mile handicap.—H. B. Hills, Jr., first; W. H. Roland, second; E. Hall, third. Time, 2:33½.

### LEHR AND THE WORLD'S CHAMPIONSHIP.

When August Lehr got off his machine after his victory in the world's mile championship he was interviewed by *Le Veloce*.

"It seemed certain that you would win, did it not? But you had a hardy competitor in Jaap Eden."

"Oh! I was not at all certain of winning. My opponents were dangerous, and Eden was not the only one of whom I was afraid. I was not in my best form. I have not felt well for some time. I have traveled too much, and taken part in too many races. If I had felt well I could have done better."

"We hope to see you at Brussels?"

"No, I have decided to rest for fifteen days, and will return directly to Germany."

"What is your opinion of the Antwerp track?"

"It is very fast, but I do not like it. I am partial to tracks with a long stretch."

"How many prizes have you won this year?"

"Thirty-six. If some other details will interest you I will say that in the eight years I have been racing I have won 234 first prizes, 8 seconds, 3 thirds, and I have won 31 championships."

A match race at one mile is being agitated to take place at Waltham, October 4, between Asa Windle and W. H. Wells, of the Columbia and Spalding teams, respectively. What a feast that would be!

The first annual Bannister twenty-five mile handicap road race will take place at Youngstown, Ohio, October 2. The prize list will include high-grade wheels, diamonds, etc.

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HAVE STOOD THE TEST.

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Road Tires 3 Pounds per Set.

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Always to the Front.

## THEY DID IT ON TRIBUNES.

At Cleveland, Van Tine wins the  $\frac{1}{4}$  mile open in :31 2-5 and the  $\frac{1}{2}$ -mile in 1:01, making state record for the distance. Otta Maya, of Erie, breaks the record for 5, 8, and 9 miles.

Van Tine wins 3 firsts at Mt. Clemens.

O. C. Lippencot wins 2 firsts at Hammonton, N. J.

At Terre Haute, Ind., Freers wins the  $\frac{1}{4}$ ,  $\frac{1}{2}$ , and 1 mile open on a Model E Tribune.

Elmer C. Davis breaks the American road record for  $1\frac{1}{2}$  miles, making it in 3:22 2-5 on a Tribune racer.

At Steubenville, Ohio, Otta Maya wins the 1-mile and 5-mile handicaps.

Chas. F. Schuberth wins the 1-mile novice at Carthage Fair, on a Model D Tribune.

You can increase your speed 10 per cent by using the Cycloidal Sprocket. Ask any Tribune rider.

Send for Catalogue  
and Agency.

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**The Old, Old Story  
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Grows  
Old:**

*"I rode a 'Triangle'"*

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PEERLESS  
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## ENGLISH WINS TWO RACES.

ST. JOSEPH, Mo., Sept. 15.—The bicycle races here today were the best ever held in this city. Visiting speed merchants from Brookfield, Kansas City, Maryville, Mo., Wichita, Leavenworth and Winfield, Kas., and Council Bluffs, Iowa, vied with each other for the valuable prizes offered, while our own boys made it as interesting as possible for those from afar. The track was in proper condition for planting corn rather than bicycle racing. At about 4 o'clock on Friday it rained and spoiled what looked like a record-breaking condition of the track, and the sun did not shine until late in the day Saturday. Then again, as is usual with fair associations, the horse racing came first, although it was not through any fault of the bicycle boys who tried to have matters arranged differently.

There were fifteen starters in every race. In the quarter Williams, of St. Jo, and Bruner, of Kansas City, set the pace until the last sixteenth, when English, of Maryville, passed them, winning easily by several lengths. In the mile Williams started the pace very hot, but dropped it at the quarter, then all alternated pacing until the last quarter, when English again jumped in the lead, but could not hold his advantage, and sat up. In the two-mile Davis, of Maryville, set pace for a mile and a half, but was left here, as the field jumped him and made a sprint of an entire half mile. The half mile was a hot contest between Bruner, of Kansas City, and English, of Maryville, the latter winning by two lengths.

### Summaries:

Two-mile open.—Frank Whitacre, St. Jo, first; E. J. Rawson, Topeka, second; Hughey, Council Bluffs, third. Time, 6:08½.

Quarter-mile open.—John H. English, Maryville, first; A. L. Bruner, Kansas City, second; Frank Whitacre, St. Jo, third. Time, :37½.

One-mile open.—Hughey, Council Bluffs, first; W. C. Williams, St. Jo, second; A. L. Bruner, third. Time, 2:45½.

Half-mile open.—John H. English, Maryville, first; A. L. Bruner, Kansas City, second; Hughey, Council Bluffs, third. Time, 1:15½.

## CAL PAXTON WON, BY GOSH!

SPRINGVILLE, N. Y., Sept. 18.—Cal Paxton, who claims this place as his home, won enough glory for one day this afternoon when he captured the mile open at the first meet of the Springville C. C. It was a victory over the best Class A riders in this part of the state, and Paxton received an ovation.

Tonawanda's riders cut quite a figure in the racing. Winter landed the novice race. De Temple got second in the mile open, 2:50 class, and five-mile handicap, and ran third in the mile handicap, while Blake reached the line first in the five-mile event. "Pop" Foell's determined spirit secured the 2:50 class for him, and Newton, a ruralist of Little Valley, won the mile handicap, after Werick had given a game exhibition.

### Summaries:

One-mile novice.—H. G. Winter, Tonawanda, first; W. L. Steimal, second; G. F. Smith, third. Time, 2:38.

One-mile open.—Cal Paxton, Springfield, first; W. E. De Temple, Tonawanda, second; A. E. Weinig, third; A. B. Stone, Batavia, fourth. Time, 2:39½.

One-mile handicap.—W. A. Newton, 20 yards, first; C. Werick, 70 yards, second; W. E. De Temple, 50 yards, third; H. G. Winter, 100 yards, fourth. Time, 2:25.

One-mile Springfield championship.—R. B. Waite, first; H. G. Barker, second; W. D. White, third. Time, 2:52.

One-mile, 2:50 class.—F. A. Foell, first; W. E. De Temple, second; A. B. Stone, Batavia, third; G. G. Box, fourth. Time, 2:36½.

Five-mile handicap.—W. R. Blake, 250 yards, first; W. E. De Temple, 225 yards, second; C. Werick, 310 yards, third; W. L. Steimal, R. B. C., 340 yards, fourth; W. Schramm, 300 yards, fifth; G. G. Box, 320 yards, sixth. Time, 13:10.

## FRED L. BUCKBEE.

One of the youngest trainers on the race-path today is Fred L. Buckbee,

who cares for the men of the Sterling team. "Buck" as the riders call him is good-natured at all times, sociable and withal a good companion. Buckbee has a poor idea of training as a profession and of racing as a business for any young man. Buckbee started out in 1890 as an understudy for Professor Culver who had charge at that time of the Springfield Bicycle Club team. The team at that time was composed of Taylor, Ed Nelson, Tyler, Graves, Scott, and Williamson. For the following three years Buckbee was with Ed Nelson, of Springfield, and at the beginning of this year joined Culver on the Sterling team, and when he resigned, Buckbee was promoted by Manager Dirnberger as a trainer. Buckbee is careful and painstaking. He seldom gets mad at his fractious charges but will argue the point all day. He has seen all sides of the racing



FRED L. BUCKBEE.

question and declares he will retire from the business in another year. But will he?

# BEAT THIS IF YOU CAN

OTTAWA, ONT., CANADA, Sept. 6, 1894.

ST. LOUIS REF. & W. G. CO., St. Louis, Mo.

*Gentlemen:* Having covered so far this season about two thousand miles of heavy roads on your LU-MI-NUM, it gives me great pleasure to state that it is the strongest wheel possible to build, and this quite irrespective of weight. If light steel parts were made heavy enough to equal the LU-MI-NUM in a test of strength the weight would be so great that, apart from the hard riding in consequence, the machine would receive worse shocks by reason of this extra weight, and its working strength be proportionately cut down.

On one occasion I accidentally subjected your fragile looking handlebars to a tremendous strain. In a very bad piece of road, in avoiding one large stone, I ran into another, and was thrown almost over the handlebars. The strain I put on the left handlebar causing it to spring forward, and I was sure that it was either breaking or at least being twisted out of shape; however, it was only a momentary give, like that of a piece of steel spring. I have had sufficient experience in pulling the handlebars clean off one high-grade road machine (weighing 12 pounds more than the LU-MI-NUM) and in bending other bars out of shape, to know that anything made out of hollow steel is simply not in the same class with the LU-MI-NUM.

Yours respectfully,

E. A. LE SUEUR.

BUT YOU CAN'T,  
SO YOU BETTER  
GIVE IT UP  
AND GET A

# Lu=Mi=Num

ST. LOUIS REFRIGERATOR & WOODEN  
GUTTER CO., St. Louis, Mo.

MENTION THE BEARINGS





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, SEPTEMBER 21, 1894.

No. 3.

Published every Friday by  
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ILLUSTRATOR, CHARLES A. COX.  
EDITOR, FRANK T. FOWLER.

### WHAT DO YOU THINK?

For our part we can not but think it would be as profitable for the manufacturers to take a cycle exhibit on a circuit of the large cities as it is for them to send their racing "stables" up and down the land.—*L. A. W. Bulletin, Sept. 6.*

Yes, Brother Bassett, a good sensible suggestion—but do you not know that if any manufacturer were to inaugurate a plan of this kind (as we had thought of doing) these employers of racing "stables" would be the first to yell out against it, likening it to a tour of "a patent medicine man," were we to go through sections of the country advertising that on such a date, at the opera house, the representatives of the Hill Cycle Mfg. Co. would be on hand with a full display of parts of the Fowler wheel, together with a good speaker, who would point out the great benefits to be derived from cycling, and incidentally tell of the many **points** on the Fowler (that make competitors yell so lustily "As good as the Fowler"), adding that a first-class orchestra or a splendid quartet would be in attendance to entertain—wouldn't there a yell go up from the employers of the "soiled doves"? It would be branded as a "side show," "a cheap-John-four tin-cups-for-5c affair."

Would it not be more benefiting to cycling than the methods employed by some of the manufacturers in allowing their "stable to make asses of themselves by carting around monkeys and freak dogs, which they trot out at opportune and inopportune times? These freak-loving employes should be placed in class Z and each have a title according to the freak he is paid for taking care of—titles such as "keeper of the dog," "master of the pipe," "guardian of the 'monk'", "chief feeder of the——team's freaks."

Brother Bassett, your ideas are good and although you did not go into details we may conclude to act further on an idea we had already partially completed in about the same line, and

when we do it will bring the Fowler into more prominence than had we the three king pins of the cycling world pushing our wheel to victory at so much per push.

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THOS. T. ECKERT, President and General Manager.

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J. B. Emery & Co



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

**CHARLES WIRT,**  
CONSULTING ENGINEER,  
56 Fifth Ave., Cor. Randolph St.

*Chicago, August 4, 1894.*

Editor "The Bearings": My advertisement in "The Bearings" resulted in recovery of my wheel which was stolen in Chicago in June. Considering the distance and lapse of time, I consider it good proof of the value of "The Bearings" as an advertising medium and wish to express my appreciation of the same. A. H. Perrigo, Omaha, Neb., spotted the wheel, although the name-plate had been removed.

Yours truly

**CHARLES WIRT.**

## FOR A UNIVERSAL THREAD.

The Tillinghast Mfg. Co. have sent out the following letter to the tire trade. The letter explains itself fully. While the subject of the adoption of a universal thread for tire valves and pumps has been more or less talked about ever since the advent of the pneumatic, there have never before been any steps taken toward the adoption of the scheme. The Tillinghast company is to be commended for their action and we hope that the other manufacturers will fall in with the idea and confer a favor on the riding public. Here is the Tillinghast company's plea:

It is a recognized desideratum that a standard thread be adopted for valves and pumps by all manufacturers and users of tires.

The rider will be able to borrow a pump of his neighbor or companion and continue what might otherwise be an interrupted journey; he will feel more secure and better satisfied with his mount, and have less cause for complaint.

The dealer will be saved the annoyance of a sometimes fruitless hunt in his collection of pump tips for the object of his search.

In order to attain the end sought a standard has been chosen, and a number of manufacturers have been induced to adopt it.

The standard for tap is .205 inch diameter, and, for connection, .200 inch, thirty-six threads to the inch.

The following-named firms, beside ourselves, have adopted and are using this standard:

Morgan & Wright,	Palmer Tire Co.,
B. F. Goodrich Co.,	Providence Tire Co.,
Newton Rubber Co.,	Mechanical Fabric Co.,
Boston Woven Hose Co.	

The firms named represent at least three-fourths of the tire output, and we are expecting a favorable report from others who are now considering the matter.

You will recognize the advantages of a universal thread, and in behalf of the riders and the trade we urge the acceptance by you of the above size as standard.

PROVIDENCE, R. I.

TILLINGHAST MFG. CO.

## TRADE CHANGES.

WETZELL, MICH.—The Wetzell Handle Factory burned, loss \$12,000. Some insurance; seventy-five hands thrown out of employment.

KANSAS CITY, MO.—Randolph Handle Co., warehouse burned, loss \$10,700; insured for \$8,000.

KANSAS CITY, MO.—The Eggnew Bicycle Co., has been incorporated by W. W. Eggnew, John A. Earns, and James C. Reiger. Capital stock, \$12,000.

CHARLESTON, S. C.—The Charleston Electro-Plating and Bicycle Repair Co. has been organized, with W. H. Simmons, president, and W. W. Simmons, secretary.

BOWMANS BLUFF, N. C.—J. S. Blythe is preparing to manufacture handles, and desires information concerning machinery suitable for the manufacture of bicycle handles. Correspondence with the trade invited.

LINCOLN, NEB.—Oliver Patke & Co., bicycles, reported to have recorded judgment for \$104.

TRENTON, N. J.—Howard M. White, the Trenton bicycle dealer, reported missing, has returned and paid off the claim under which his store was attached.

NEW YORK, N. Y.—The Chincock Pneumatic Tire Co., 9 and 11 West Broadway, sheriff has placed a keeper in charge of the place of business, on claims aggregating \$1,173, in favor of four creditors, the largest being an attachment for \$825 in favor of the Commonwealth Rubber Co.

WASHINGTON, D. C.—W. W. Gordon has opened business at 742 Seventh street, S. E., doing bicycle repairing, handling bicycle sundries, and acting as agent for the Overland bicycle, manufactured by Messrs. Rouse, Hazard & Co., Peoria, Ill.

WASHINGTON, D. C.—E. S. Keys has opened new repair shop at 105 H street, N. E., and invites correspondence with manufacturers of bicycles, and bicycle sundries, looking to accepting agencies.

WASHINGTON, D. C.—The Central Cycle Co., Buckingham & McCormick, proprietors, who recently opened new bicycle store at No. 413 Twelfth street, N. W., and who handled the Cleveland and Tribune bicycles, are reported to have given a bill of sale to William H. Cole & Son.

TERRE HAUTE, IND.—The Standard Wheel Co., whose plant has been idle nearly two years, having accumulated large stocks before they shut down, announce their intention to resume operations in their several factories by the 1st of October.

CINCINNATI, OHIO.—A mill representative, from which bicycle materials are drawn, reports that one of the large Ohio concerns manufacturing bicycles, has recently shipped 500 cycles to France, orders for which were obtained by one of the company's officials during

a recent visit to Europe. One reason assigned for this export trade was that lighter wheels were desired, and the American manufacturers had, on the whole, made greater progress in this direction.

AURORA, ILL.—Bigler & Danahy, hardware, bicycles, etc., have been succeeded by Daniel Danahy, who has satisfied outstanding judgment.

ORANGE CITY, IOWA.—A. Bolks & Son, hardware, bicycles, etc., succeeded by A. Bolks.

WATERVILLE, MINN.—Keegan & Kanne, hardware, bicycles, etc., partnership reported dissolved.

WAVERLY, MO.—Charles Kraus, hardware, sold out to John H. Leech, who will continue the business and add bicycle sundries. Correspondence with manufacturers invited.

GENESEO, ILL.—Carter & Weidlieu, hardware and bicycles, succeeded by W. E. Weidlieu.

JOLIET, ILL.—Consolidated Steel and Wire Co., resumed operations in their plant on the 10th inst.

MANCHESTER, KAS.—Glenn Bros. are opening new hardware department, desires correspondence with manufacturers of bicycles and bicycle sundries.

RUSSIAVILLE, IND.—Woody & Sims, hardware, sold out to John and Otto Delon, and Abraham Middleton, who invite correspondence concerning agency for bicycles and bicycle sundries.

ARCHER CITY, TEX.—Walls & Chestnut, hardware, bicycles, etc., have dissolved co-partnership, the junior partner continuing the business.

MINOT, N. D.—Peterson & Jacobson, hardware, bicycles, guns, ammunition, etc., store destroyed by fire. Loss, \$7,000.

CANTON, S. D.—O. A. Rudolph, hardware, sporting goods, etc., store burglarized and a lot of revolvers, ammunition, etc., stolen.

LYDONVILLE, VT.—George Smith, of Burke, will open new hardware store; correspondence invited concerning bicycles and bicycle sundries.

ST. JOHN, N. B.—Mullin Bros. & Co., rubber goods, etc., bill of sale \$1, to secure \$2,625 renewal.

NEW YORK, N. Y.—Peter A. Frasse & Co., manufacturers of stock and dyes for bicycles, have just placed on the market the OO and O flexible black split dye, branded F and H.

INDIANAPOLIS, IND.—Willis P. Maine, hardware, bicycles, sporting goods, etc., reported sold out.

DARDANVILLE, ARK.—W. R. Veazey, hardware, bicycles, etc., succeeded by Redman & Jackson.

KNOXVILLE, TENN.—The firm of Gardiner & Ross has dissolved, Mr. Ross disposing of his interest to Mr. Gardiner, who will continue the business under the firm name of I. Gwynn Gardiner.

## AMERICAN WHEELS IN PARIS.

The *Paris Velo* says: While few are able to go to America and see improved bicycle machinery in all its completeness, yet many may witness a very fine exhibit of American genius at the shops of the American Importing Co. in the Place de la Madeleine, No. 6, where perfect models of the Cleveland bicycles are on exhibition. This company are the exclusive agents for Europe. Their factories are situated in Toledo, Ohio (a name which stands for good steel). It is a great center for steel works, pin factories, wagons, and steel boats. The bicycle factories of Toledo employ 1,200 workmen and wonderful machine tools are used. Nearly twenty-five thousand machines will be the output for 1895. The Cleveland is the only narrow-tread machine made in America. The American Importing Co. has a stock large enough to inundate Europe.

## A CHICAGOAN PROMOTED.

The Pope Mfg. Co. has decided to open a branch in Buffalo, and have selected a Chicagoan to take charge of it. The new store will be at 13 Mohawk street, and N. E. Turgeon will be in charge. Mr. Turgeon has been connected with the Chicago branch of the Pope company since he was a boy. By hard work and careful attention to business, he rose from the ranks, and when the company wanted a good man to send to Buffalo, they decided that he would about fill the bill. Turgeon left this week to open the new place. He is a prominent member of the Chicago Cycling Club, and is bound to be popular in Buffalo.

## Sterling Wins.

At the meet of the Diamond Wheelmen, Detroit, on Labor Day, Sterlings ridden by F. W. Brauen, F. A. Joseph, and A. W. Straight captured three firsts and two seconds out of four races. At Hartford, Conn., Taxis won the quarter and mile open, from some of the best men in the country, and also got third in the half-mile handicap. At Bay City, Mich., Sterlings took a number of prizes, and reports from races all over the country show a number of Sterling wins.

At Raleigh, N. C., on September 6, Herbert Thompson, a fifteen-year-old boy, rode a standing start quarter in :30. This is undoubtedly record for a rider of that age. Thompson's mount was a Sterling racer.

## Sager Pneumatic Pads.

The trade was well represented at Springfield and several new things were shown. One of the most noticeable were the pneumatic pads, the invention of J. H. Sager, of saddle fame. These pads are about four inches in diameter, are covered with leather and are fastened to the saddle by means of straps. Each pad has its own inner tube, as it were, and the air has to stay where it is put. Mr. Sager says that his simple device is better than pneumatic saddles.

## Eastern Rubber Co.'s Affairs.

The Eastern Rubber Mfg. Co. inform us that they are preparing to manufacture pneumatic tires on a larger scale than ever, and to that end are increasing their facilities largely. The great demand for their tires seems to justify a further large outlay of money on their part. In addition to the manufacture of the well-known Rex, Climax and Cyclone tires, they have added an additional tire called Majestic, which fits G. & J. rims, and is either corrugated or plain finish. They have established their 1895 prices



## THAT MINNEAPOLIS AFFAIR.

The following letters have been received by Chairman Raymond from the racing men and other interested people in regard to the Minneapolis affair that created such a sensation during the Denver meet. The men have requested that their replies to the charges lodged against them by the promoters of the meet be given publicity. The Racing Board has reached no decision in regard to the charges, and is settling the matter by a mail vote. The whole thing looks very much like spite work upon the part of the Minneapolis people:

### Racing Board Matters.

MR. H. E. RAYMOND, CHAIRMAN RACING BOARD:

*Dear Sir:* We, names undersigned, having been specifically named as worthy of suspension, by reason of charges brought against us, by the Minneapolis Cycle Track Association, do make answer to each charge singularly and collectively by a general statement of facts.

If, after viewing the case from the standpoint of impartial justice, you deem us guilty of the offenses charged, we must submit to your judgment and penalty imposed.

We arrived at Minneapolis at 1:30 a. m. August 10, and were directed to hotels, where we washed up and repaired at once to the track, evincing by that act our honesty of purpose and entire faith that our wheels would be on hand for use. The transfer of trunks was placed in charge of Asa Windle and F. C. Dumbleton.

At exactly 4 o'clock the first load of trunks appeared at the track. In the meanwhile, as was natural, much distress was evident on the part of the management, and several Class A events were run to fill in the time. About this time, however, we were subjected to a torrent of abuse, on the part of the referee, such as we have never experienced before, and which seemed to us totally uncalled for and brutal.

The referee left his place on the track and coming to the training quarters commenced a species of violent abuse on all Class B men in general and ourselves in particular. His conversation was directed at all, though ostensibly to Mr. M. L. Bridgeman, so all could hear. We expressed our dislike to ride until all men had a fair chance to try for the prizes, supposing that as one load of trunks had arrived the rest would soon be forthcoming.

But few men could have gone out and ridden had it been insisted on that the race be called.

We will not recite what, to us, appears as the very strongest evidence that our dislike to ride until all men had an equal chance, was not an attempt to hamper the management, or the result of any combination formed among the racing men.

After suffering under the undesired abuse of an official holding, presumably, a dignified position at the meet, this same official did, of his own accord, suggest that we run a "fake" race. "Why," he said, "come out and ride, and I will place a time limit of 1:50 on the race, if you want, so it will be no race." Understanding the need of pleasing the audience, the men who had wheels started to the tape. What more convincing proof can be produced to show that the reason for not riding the regular race was based simply on fairness and equity to all racing men. The men having wheels were willing to go out and ride an exhibition mile, without hope of reward, and re-run the same race with new and fresh competitors later on, to oblige an official who had extended no measure of courtesy or sense of unfortunate circumstances to us.

As the men were walking down the track with their wheels, the second and last load of trunks was seen entering the grounds. The management then announced that the regular race would be run, and the wheels were placed in shape quickly, and all lined up for the start.

The referee placed a time limit of 2:20 on the event, and tired and worn out by the afternoon's dispiriting experiences, the races were run in about 2:33, we think. It was declared no race and we made no complaint.

This ended the August 10th events, as far as we are concerned, and while we regret the affair, can not see where we were to blame in any way. We in no particular neglected anything we thought necessary to insure our racing at the meet, and fully realize that it is to our business interests to ride where we are scheduled.

The non-appearance of the trunks caused all the trouble, for which we are in no way to blame. We did not refuse to ride unless a prize was given Titus and Cabanne for a tandem trial, and any statement to that effect is unqualifiedly false.

We did decline to ride until all riders could compete, but the acts of those men having wheels, in agreeing to ride an exhibition mile, must prove to every honest mind that it was not for the purpose of preventing a race being held, but to give every one a fair chance for the prizes.

The second day, August 11, we went to the track, ready to perform our part. Several handicaps were run in which most of the men took part. When the three-mile lap race was lined up, the referee announced a time limit of 7:15 on the event.

The placing of a time limit at all, on such an event, was so unheard of, that that alone caused surprise, but the time limit was an impossibility in itself. We naturally looked upon it as an attempt to obtain a race, and retain the prizes. If there is any blame to be attached to us, it is due for our actions in this case. We refused to ride under it and left the track. We believe we would have been wiser to have ridden and appealed to the National Racing Board, but our indignation obtained the better of our judgment, and we refused to ride at all. The referee raised the limit but a few seconds, but we felt we were being made subject to unjust treatment and allowed the race to go by default.

Mr. L. D. Cabanne, admits making a remark, referring to the referee on the track, for which he expresses regret, but pleads the circumstances in mitigation of same. The remark was, "This referee knows about as much about racing as a hog knows about a holiday."

We admit that when the one-mile event was called we requested pacemakers. We felt justified in such a course. We were being made to run under tight limits, with no help from the management to accomplish same. We deny absolutely that any one asked for cash payments for pacemakers. That the word trophy was used several times. That the value of same was mentioned as is customary, but that in no instance was cash payments requested.

We submit that in our judgment, excepting those instances mentioned, we could not have acted differently.

We deny there being at any time a combination among ourselves on any point. We deny that we prevented others from riding. We submit that we did not violate the rules of the League of American Wheelmen. We submit that we were unfairly and abusively treated by the referee of the meet in question. We rest our case with

the above facts, which we swear are true, in every particular, and feel confident that your board will deal with the matter in accordance therewith.

(Signed) A. I. BROWN.  
FRED'K TITUS.  
A. B. GOEHLER.  
H. A. GITHENS.  
E. C. BALD.  
W. C. SANGER.  
L. D. CABANNE.  
JNO. S. JOHNSON.

MR. H. E. RAYMOND, CHAIRMAN RACING BOARD:

*Dear Sir:* In reference to our non-appearance to ride in handicap events at Minneapolis on August 11, 1894.

We remained away from scratch for the sole reason that we were unusually and unfairly handicapped.

We considered that we were unequal to the task of winning any place in said events, and that it was unjust to ask us to get up to certain defeat.

We made no complaint to management, knowing the handicaps could not be changed on the day of the race under the rules.

We believe we committed no breach of the rules in not riding, as it was clearly within our province to elect as we did under the circumstances.

We desire at all times to abide by the L. A. W. rules, and do not believe they compel a man to ride a hopeless race.

(Signed) W. C. SANGER.  
J. S. JOHNSON.  
F. J. TITUS.

MR. H. E. RAYMOND, CHAIRMAN RACING BOARD:

*Dear Sir:* We, the undersigned, certify that the following is the absolute truth in regard to the charges made specifically against us, reflecting on the honesty of intent, and alleged subsequent actions, on one of the members of the tandem team in the trial for record at Minneapolis on August 10, 1894:

We fully admit that it was suggested by us that this trial be made, but absolutely deny that any threats or force of any kind was used to accomplish that end. No single racing man present was asked by us not to race unless this event was allowed, nor did any single man refuse to ride until the management had acceded to the plan.

The offer to ride for the record was made simply to help out the unfortunate condition of affairs and please an audience, if possible, while waiting for the rest of the riders' wheels.

Nothing was said to us at the time which would have led us to believe that the management viewed the matter in such a light as now charged.

The trial was made and was successful. The next evening just before leaving town, Mr. L. D. Cabanne called for the prize, which was to be of a value of \$75. And would state here, emphatically, that at no time was cash asked for as a prize. Simply a prize to a certain value. The young man in charge of the prizes said that he was sorry, but some one else had our prize, downtown, a diamond valued at \$75, and he could not give it to us at that time. He said he believed that was the prize they were going to give us, but was not certain. L. D. Cabanne then said if nothing had been decided on, and as he could not wait to send to him at Denver two orders on Chicago, one for \$20 worth of merchandise, which he wished to give to Messrs. Githens and Lumsden for pacing them in the trial, as the club was not even asked to help on the pacing, and another order or prize valued at \$55 for Titus and himself. That this was only suggested, as the man in charge did not seem to know what was to be done, and we could not wait for more definite information. We now deny, specifically, that any trophy was offered us; that we requested any cash at all, that we refused any trophy, and would add we have as yet received none.

We would add also, L. D. Cabanne has since written the management to send the prize, but has received no reply.

(Signed) L. D. CABANNE.  
F. J. TITUS.

MR. H. E. RAYMOND, CHAIRMAN RACING BOARD:

*Dear Sir:* The undersigned made all arrangements for transfer of trunks from depot at Minneapolis to track and impressed on the Express Co. the absolute necessity of the early delivery of same. We did mention the races taking place that afternoon and request that the trunks containing wheels be delivered there before time of start of races.

(Signed) ASA WINDLE.  
E. C. DUMBLETON.

MR. H. E. RAYMOND, CHAIRMAN RACING BOARD:

*Dear Sir:* Answering charge made by Minneapolis Track Association, to the effect that I personally demanded a \$25 payment for pacemakers, and refused to allow the Columbia team to ride unless this was acceded to, I would say:

First, That no such demand was made by me, in any way, shape or manner. Second, That I had no such conversation with any one.

Third, At no time during the meet did I refuse to allow the Columbia team to compete providing the alleged demand was not complied with.

(Signed) M. L. BRIDGEMAN.

MR. H. E. RAYMOND, CHAIRMAN RACING BOARD:

*Dear Sir:* Answering your request for an explanation of the published statement that I had been compelled to leave the track at Minneapolis by the Association of Racing Men, and through fear of being fouled hereafter, if I did not do so, I would say that the report is untrue. I never said any such thing, nor was any threats made to me that any such thing would be done if I did not leave the track. I left the track for the same reason others did. The limit was impossible to ride under.

(Signed) J. S. JOHNSON.

## THE WESTERN TRAIL

is published quarterly by the Chicago Rock Island & Pacific Railway.

It tells how to get a farm in the west, and it will be sent to you gratis for one year. Send name and address to "Editor Western Trail, Chicago," and receive it one year free.



## ENGLISH TRADE NOTES.

LONDON, Sept. 8.—Things are quieting down with a vengeance and nothing of any importance has taken place here in trade circles during the past week. Not even a limited company has been floated, so you can see that we have fairly entered upon the off season. The two shows question is, however, beginning to once more agitate the minds of the makers and opinions seem to differ as much as ever in the matter. First I am told that the Stanley show is bound to be a fizzle, and then within half an hour I am informed on equally good authority that it will be a greater success than ever. Personally I believe that both shows will receive about the same support as heretofore, though undoubtedly the Stanley venture will be the one chosen by the smaller manufacturers, who seem to think that they have a better chance of business when their greater rivals are absent. Perhaps they are wise in their generation. The forms of application for space at the National show are now issued, together with a circular drawing attention to the advantages of that exhibition. Doubtless the Stanley show authorities will soon follow suit.

J. K. Starley & Co. sent over several Rover safeties to the Antwerp exhibition, and notwithstanding that the machines were simply taken out of stock and in no way specially finished, they have been awarded a gold medal. The Rover machines have long had a good name, especially with road riders, and I am pleased to chronicle this success.

What has become of the appeal which was to have been made by Macintosh & Co. against the decision given by Justice Romer in the matter of the action brought against them by the North British Rubber Co.? Up to the present the matter has apparently been allowed to drop, and I hear that the defendants have now ceased to make the Macintosh tire. Very likely, however, they have another which may be put on the market at an early date. The Carter gear-case is going ahead and the Cycle Components Co. are making early preparations for next season's trade. The number of cases which have been fitted during this season has greatly exceeded that of previous years, which fully bears out my oft-expressed opinion that the Carter fixed case is the best thing of the kind which has as yet been brought out. By the way, there is no reason why quarter-inch block chains should not be used for road work in gear-cases of this pattern and I hear that one or two of the chain makers are turning their attention to this matter with a view of putting a really reliable quarter-inch chain upon the market. If a good one can be made it will be a great improvement, as, if the gear-cases are kept the same width as at present, there will be positively no liability to rattle, a fault which many of them still possess, especially where wide chains are used.

I have heard nothing more of the rumored combination of the Rudge and Whitworth firms and no mention of it has been made in any of the English wheel papers. Nevertheless the matter was the topic of free conversation at Coventry last week and every one seemed to know of it. Perhaps there may have been some hitch in the matter at the last moment.

History repeats itself, and to those who remember the rage for two-speed gears some ten years ago, the recent attempt to make believe that there is really a demand for these contrivances springing up once more, is rather amusing. Many gears have from time to time been invented for the purpose, but none of them have ever proved commercial successes, notwithstanding that each had its partisans and believers. I fancy however that at the next shows there will be one or two new gears exhibited, but I do not anticipate any serious demand for them. Machines can now be made so light that there is no need for two-speed gears, more especially when we consider that the man who will take to such arrangements can go quite as fast as he wishes to do with a fifty-six-inch gear.

The Birmingham correspondent of the *Wheeler* comments on the expense incurred by many firms by keeping a stable of racing men, but expresses the opinion that, great though the cost be, it is necessary. Well it may be so, but I very much doubt it. I should like to see some large firm with a good reputation boldly drop the record-hunting mania and simply rely for support on legitimate advertising and the intrinsic merits of the machines sold. Messrs. Singer & Co. used to do a large business without the aid of the "speed merchants" and had the firm advanced with the times would have done even better. Unfortunately the Singers got the credit of being heavy and at one time there was cause for this. Now however they are as light as any machines manufactured and their popularity is no longer in danger.

Gears and rumors of gears are rife in every direction and the whole army of inventors seems to be running mad over the matter, and all this before the Boudard has had a really good test. Most of the arrangements consist of combination of chain and toothed gearing, though as the latter has always been admittedly the harder to drive under adverse circumstances, I can not see where the gain is going to come in. The search after a gear which shall give speed at the same time as power seems to me to be as futile and silly as the hunt for the philosophers' stone or the

elixir of life. The laws of nature can not be altered even to suit cycle inventors and company promoters.

One of the latest gears is an arrangement whereby the driving wheel is geared up by means of internal teeth instead of by a chain, though the latter is used to connect the crank-axle with the rear hub by means of two equal-sized gear wheels. Naturally there is a loss of power. The whole secret hangs on the size of the toothed wheel on the hub. Let any manufacturer adopt large gear wheels and the question will be settled; but then you see large gear wheels can not be patented. Herein lies the gist of the whole matter.

## HYDRAULIC PRESSURE FOR CYCLES.

SPRINGFIELD, MASS., Sept. 17.—Dr. A. M. Cushing of this city has secured a half interest in a hydraulic bicycle, the invention of E. P. Holly, of Providence, formerly of this city, which bids fair to completely revolutionize bicycling. Application has been made for a patent and it has been learned there is no reason why a patent should not be granted, for no application has ever been made for the patenting of a similar device. The invention consists of a small motor about three inches in height and holding about a pint of liquid connected by pipes with a small pump. This pump is in turn connected with an eccentric, to which the pedals of the machine are attached. A gear run by the power generated in the motor turns upon a second gear, which takes the place of the chain sprocket on the rear wheel of a bicycle, as made at present.

The whole attachment weighs only three or four pounds and is located in the same relative position as the chain on bicycles in common use. The liquid makes a circuit of the machine, being forced by the pump into the motor, and thence being carried by a pipe back to the pump, which is of the double-action variety.

It is planned to use water in the motor during warm weather, and when the weather becomes frosty alcohol or a mixture of alcohol and glycerine will be substituted. The attachment will be made largely of aluminum to insure durability and lightness. The motor to be used is one recently invented in Providence. It is claimed for the machine that it will furnish enough power so one stroke of the pedals, with its aid, will be equivalent to two strokes on an ordinary bicycle. A manufacturer who has been shown the invention is very much pleased with it, and has stated that he would be willing to take hold of it and feels assured that it would be a success. The invention put into practical use will do away with the hard work in hill climbing riders are so familiar with. The eccentric will allow riders to rock the eccentric back and forth, instead of making a full stroke of the pedals. A machine is now being constructed and it was hoped to have it on exhibition during the bicycle tournament, but it was found impossible to finish the parts in time.

## What They Rode.

F. J. Titus rode a Spalding, fitted with Palmer tires, when he broke the hour record at Springfield. Nat Butler's mount was a Lovell Diamond, fitted with M. & W. tires, in his successful attempt on the two-mile record. Fifteen minutes before C. M. Murphy, on a Stearns, fitted with Dunlop tires, broke the same record. John S. Johnson broke the five-mile record on a Stearns fitted with M. & W. tires.

## Will License Repair Shops.

For the first time the city council of Chicago is about to do something that will please Chicago wheelmen. It is to license the repair shops in the city. The number of stolen wheels reported to the police has caused them to open their eyes and devise a means for tracing the lost bicycles. If the new ordinance is passed every repair shop will have to be licensed and every repair made will have to be reported to the police, together with a description of the wheel and the name of the man leaving it to be fixed.

## The M. & W. Road Race.

The M. & W. Cycling Club, composed of employes of Morgan & Wright are to hold a special five-mile road race over the Humboldt Park-Palmer square course tomorrow. It is expected that the five-mile road record will be lowered on this occasion if the conditions are favorable for a record performance. Some of the fastest road riders in the country will participate in the race, and a great deal of interest has been manifested in looking forward to the event by the wheelmen of the city.

The Indianapolis Rubber Co. is preparing to more than double its output. Mr. Wood, one of the company's representatives, was in Chicago this week and he reported prospects very bright.

Bicycles have now appeared in the political field. A Maryland candidate for Congress is making his stumping tour of the state on a wheel.



**WILL NOT SECEDE.**

CLEVELAND, OHIO, Sept. 17.—The Cleveland Wheel Club will remain in the League. The vexing question was so settled at the last meeting of the stockholders. Both factions were out in full force, but the croakers were in the minority and lost the battle. It was so arranged, however, that for the sixty days following the meeting members would be received at a cost to them of \$5, the club to pay the League fees and dues out of this amount. The croakers will now have an opportunity to illustrate their theory regarding the extra \$2 that they claim is keeping new members from joining the club.

Cleveland has a new wheel organization composed of the wheeling 400. It is called the Zig-Zag Club.

On Sunday next the annual century run of the Cleveland Wheel Club will take place. Already there are over one hundred entries for the event. An entry fee of 50 cents is charged and every one who finishes within the 16-hour limit gets a survivor's medal. Riders must register at the clubhouse before the start; at the half-way point, and at the clubhouse again upon finishing. Pacemakers are appointed for each division and to go ahead of one of them disqualifies the rider. Everybody who rides a wheel is invited. Last year there were eighty-five starters, one lady among the number, and sixty-nine finished. The course will be to Geneva and return and the start will be made at 6:30 a. m.

The Lakeside club has abandoned the idea of giving a fall race meet upon the Glenville track. It will wait until next year.

C. C. Van Tine, of Findlay, will go for records at the Newburgh track in the near future; probably next week.

Our council committee upon streets and railways and ordinances are in a peck of trouble over a wide tire ordinance recently introduced. The old one requires an eight-inch tire upon wagons that carry more than six tons, but exempts the fire engines owned by the city. The new one does not exempt the engines, and compels all wagons carrying more than five tons to have eight-inch tires, and those carrying between three and five tons, six-inch tires. A number of wagon owners, especially those carrying ice, have entered a vigorous kick against the passage of the bill. Its passage would also compel the city to change every engine wheel from three to six inches. The matter was finally referred to the director of law who will report in a week, and then the ordinance will go to the council.

The luggage of a touring female cyclist is said to consist of a box of tutti frutti, a bag of various kinds of buttons, a box of assorted safety pins, eight novels, two boxes of face powder (one pink, one white), lotions for blistered skin, and a crimping iron.

**THEY GIVE SATISFACTION.**

The Pope Mfg. Co. have just received the following message from a popular Philadelphian concerning the performances of their wheels in his city:

PHILADELPHIA, PA., Sept. 5, '94.

*Gentlemen:* The century run of the Time Wheelmen of this city came off last Saturday. There were 350 wheels in the run, and about one-half were Columbias. Columbias started out at the head, and all except one returned; that one was a nineteen pounder, which had eleven spokes ripped out by a step of the wheel in front. That was the reason why it did not return as it started. Only one Columbia tire was punctured, while of — tires fully nine-tenths made their riders dismount; — tires exploded and —s, especially twenty-five pounders snapped, as they always do, at the top of the forks. Columbias have again proved that they are "the wheels."

Yours very truly,  
(Signed) HARRY HOLGATE.

**AND THIS FROM BUFFALO:**

BUFFALO, Sept. 10, 1894.

*Gentlemen:* In the century run of the Press club from Erie to Buffalo 12 Columbias, Model 37 (weight twenty-one and one-half pounds) and one racer (weight nineteen pounds) came through without a break or a puncture. They were the talk of the run.

(Signed) J. A. WILLIAMSON.

**Marion Cycle Co. Agencies.**

An important arrangement was effected last week by Lew Halladay and Ralph Temple, of the Marion Cycle Co., for the distribution of agencies for the Halladay-Temple Scorcher, now so popularly known as the H.-T. S. It is generally known that some of the largest deals during the past season were swung by Halladay and Temple, and the factory at Marion is running full handed at the present time to clean up '94 contracts. Ralph Temple will handle the H.-T. S. exclusively in the states of Illinois, Iowa, Wisconsin, Minnesota, North and South Dakota, Kansas, Nebraska, Wyoming, Colorado, and Utah.

The George Worthington Co., of Cleveland, will handle Michigan, Ohio, northern Pennsylvania, and western New York. The factory at Marion will deal direct with the balance of agencies throughout the country and for all unoccupied territory.

A bad frame can be detected by looking under the joints. Often they are of different gauge, and a clear space is sometimes noticed between the sides.

**THE 1895 SUN**  
**WEIGHTS, 17 TO 25 POUNDS**  
**SAMPLES NOW READY**  
**EAGLE**  
ALUMINUM RIMS  
NOT NOW CHEAP BUT NOW GOOD  
CARL ALCO



# THE BEARINGS

Vol X  
No 9

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, SEPTEMBER 28, 1894.

## LOST BY A BLUNDER.

**Johnson Would Have Broken Bliss' Mile Record if He had Been Picked up Properly.**

WALTHAM, MASS., Sept. 21.—A misunderstanding and a bad bull twice prevented John S. Johnson from making a new mark for the flying mile with pacemakers at the Waltham track this afternoon. In the course of his two trials, however, he made a new mark for the half as well as a new mark for the three-quarters. Incidentally one of the pacing tandems made a world's record for the third.

The afternoon was not quite such an ideal one as Friday. A rather strong wind stirred from time to time and came in frequent but short-lived gusts down the homestretch. The spectators were about the same in numbers as Friday, and everything but the pacing was all right. Lack of practice is responsible for the failures. Johnson himself was in no wise to blame, and was confident of success. His figures previous to the pacing mistakes on both miles show that he

### Was Under Record Time.

and would have lowered the existing mark of 1:52 $\frac{3}{4}$  on either trial had the pacing been worthy.

His first trial was made about 4:02 p. m. He was feeling finely himself, and Tom Eck was as confident as he that the mark would go. He started across the tape with Mayo and Saunders and the Callahan brothers on two tandems. Mayo and Saunders were to carry him a third. The other tandem was to go the whole distance, but be re-enforced for the last third by a third tandem ridden by C. M. Murphy and H. R. Steenson. The mistake the first time came on the third tandem. By some confusion in counting the laps they waited until the last lap before pushing the tandem off, and by this time it was useless for them to do any pacing.

The intermediate distances were as follows: Quarter, :27; third, :35 $\frac{1}{2}$ ; half, :53 $\frac{1}{2}$ ; two-thirds, 1:14 $\frac{3}{4}$ ; three-quarters, 1:23; one mile, 1:53 $\frac{1}{2}$ . The time for the half is  $\frac{1}{2}$  of a second faster than his half mile made Friday and thus

### Goes as a Broken Record.

The time of Mayo and Saunders for the flying third was :35 $\frac{1}{2}$ . This breaks the best previous tandem mark for the third of :36 $\frac{1}{2}$  made by Peter Berlo and A. B. Rich, professionals, on the Waltham track. Johnson's three-quarter time mark was also world's record for the distance. The best previous was made by Bliss at Springfield, September 6 of this year, in 1:23 $\frac{1}{2}$ .

The same arrangement of pacing was carried out for the second trial, which came a few moments after the first. This time the third tandem was all right, but the Callahan brothers got in Johnny's way at the tape and forced him to sit up, thus losing time and losing the record. The intermediates are as follows: Quarter, :27 $\frac{1}{2}$ ; third, :35 $\frac{1}{2}$ ; half, :53 $\frac{1}{2}$ ; two-thirds, 1:12 $\frac{1}{2}$ ; three-quarters, 1:22 $\frac{1}{2}$ ; one mile, 1:53 $\frac{1}{2}$ . This trial also lowered the three-quarter mark another notch, placing it at 1:22 $\frac{1}{2}$ .

The officials were: J. C. Kerrison, referee; F. J. Wagner, starter; G. L. Sullivan, H. B. Weston, and W. F. Rowe, judges; J. E. Saville, E. M. De Bathe and J. J. Fecitt, timers.

### The Half-Mile Record Goes.

WALTHAM, MASS., Sept. 20.—Springfield's half-mile bicycle track must again yield the palm to Waltham's oval. This afternoon at Waltham, John S. Johnson began his series of record-breaking performances, which will include all distances from the half-mile to the twenty-five-mile mark. He started for the half and the two-thirds mile yesterday, and succeeded in making new marks for both distances.

This performance begins the fall season of record breaking simply as such. With the racing season almost, if not quite finished, the manufacturers' teams will congregate at the tracks throughout the country and camp there, making tries for the existing records whenever the weather and other conditions will allow. The man who happens to hold them when the first snow flies or the weather gets too inclement for further work, is the best man and of the most value to his employers.

### Springfield Had Her Innings

just before the tournament there two weeks ago. Many of the marks which were made then were held by the Waltham track. Between these two tracks

there is a good deal of rivalry. Now Waltham will for some two or three weeks have her turn to regain the lost marks and make new ones. Johnson, as is stated above, will stay here and go for all inclusive marks from one to twenty-five. Harry Tyler will come to Waltham Monday, and camp here with his pacers and handlers, going for all marks up to five miles.

Today's work was as representative a one as could be wished for. The riding of Johnson was thorough and in excellent form, the pacing was fast and clever, the pick-ups were faultless, and the timing accurate to a degree.

By reason of a month's sanction, which covers the two weeks' notice rule, there were no races. It was what is technically known as a "private trial." Besides the officials twelve witnesses must sign the claim for the mark which goes to the National Racing Board. There were perhaps a hundred and fifty people scattered over the grounds when the teams got out to work. Nothing finer in the way of weather could have been wished for. There was not a breath of air and it was warm enough to bring out a good perspiration on the men.

### The First Mark Tried For

was the half mile, flying start, with pacemakers. Johnson received a welcome when he circled the cement a couple of times and then on the third time round he was off. He had double pacers in the presence of two tandems, one in front of the other, which carried him the entire distance. W. S. Saunders and Frank Mayo sat the first machine, and Charles and Louis Callahan rode the second one. Johnson was "tacked on" to the Callahan tandem and they carried him very fast round the oval. From the turn he sprinted and breasted his pacers at the tape, finishing strong. His time was :54 flat. His quarter was :26 $\frac{1}{2}$ . The best previous time for the paced flying half was made by J. Pye Bliss at Springfield, August 22, in :54 $\frac{1}{2}$ . The rate of the half done by Johnson is a mile in 1:48.

This was done about 3:30 p. m. After a good rub down and a short rest Johnson came out for the two-thirds mile.

### The Pacing Was the Same

in this as in the previous event. The Saunders-Mayo tandem carried him but a third when they dropped out, leaving the Callahan brothers to carry him the remaining third. He sprinted in the stretch as before and finished game and strong. His times were as follows: Quarter, :26 $\frac{1}{2}$ ; third, :35 $\frac{1}{2}$ ; half, :53 $\frac{1}{2}$ ; two-thirds mile, 1:11 $\frac{1}{2}$ . The best previous mark for the distance was made by Bliss at Springfield, September 1 this year, in 1:14 $\frac{1}{2}$ . This breaks the mark by 2 $\frac{1}{2}$  seconds. It will be noticed that the half was faster by  $\frac{1}{2}$  seconds than the previous one. But as one watch only was held on the half and three are required by rule to make the time official, this distance can not be claimed or allowed if claimed. However, the fact of the performance remains. One official and one unofficial watch coincided as to the time at the half mile.

The officials were: J. C. Kerrison, referee; W. F. Rowe, H. R. Weston and G. K. Sullivan, judges; William Herrick, C. W. Fourdrinier and J. E. Saville, timers; J. C. Kerrison, starter.

In practice this morning, Johnson did the flying half in :54 $\frac{1}{2}$ , the quarter in :26 $\frac{1}{2}$ . Harley Davidson, the Canadian Class A crack, did an unpaced flying quarter in :28 $\frac{1}{2}$ .

### SEARLE FAILS TO GET RECORD.

NEW YORK, Sept. 24.—R. P. Searle failed to break the record between Chicago and this city. He was 8 days and 3 hours on the road. Searle had no sooner been lifted from his wheel at the finish than he fell asleep, having had but a dozen hours' rest since he left Chicago. He said he would have accomplished his task but for the rain storm. It overtook him at Fremont, Ohio, and accompanied him all the way to Syracuse. After a rest of a week or two he will return to Chicago and try for a record on his westward way.

### Meintjes Marries.

From far off south Africa comes a card informing THE BEARINGS that "Mr. and Mrs. Laurens Meintjes will be at home at Graaff Reinet, August 14." The long-distance champion of the world has our best wishes and we are sorry that we can not make him a formal call. His bride was formerly Miss Winnie Watermeyer.



## ON A WET TRACK.

**Sanger's Saddle Loosens and MacDonald Wins the Mile Open—Goehler Rides a Great Race.**

WILLIAMSPORT, PA., Sept. 21.—A field of starters that would do old Hampden Park proud was seen here today. The Keystone Wheel Club, of this city, had secured thirty-one entries for its annual meet and Springfield had but thirty-seven. Postponed from yesterday by reason of rain the meeting ended disastrously today in another and more severe "cloud burst." But the people went home in sunshine. With a track wet as it was at the outset, the severe afternoon rain placed it deep in mud. This oval is of clay, poorly banked and a quarter mile in circumference. The club men, aided by the managers of the teams, worked hard yesterday filling in the soft spots with cinders. The racing men said the softness of the track made it perfectly safe, for the wheels, sinking into the muck, formed their own banking.

Sanger, who seldom rides fast, or at all, on a quarter-mile track, displayed

### A Wonderful Mud Plugging Ability.

Sanger undoubtedly lost the mile open race by reason of his saddle slipping forward and tipping right up on end as the big fellow sat forward for the final sprint. Sanger dismounted from the wheel on the backstretch and walked over to the stand. He was followed closely by Trainer Culver and Manager Hoyt, of the Cleveland team, supporting their man Cabanne, who had met with another fall. He had pushed forward in the bunch, struck something, falling against Tyler and throwing him out of the race, but not off his wheel. Cabanne went over the handlebars and struck on his face and stomach. Eddie McDuffie crashed into Cabanne's wheel and the two wheels were locked together so tightly that it was found almost impossible to untangle the mass. This was

### The Only Fall of the Day.

but was the natural consequence of starting so many men in a race on so narrow a track. Fourteen men started in this contest in two rows. This large field was advisable as a great rain storm was darkening the crests of the mountains in the distance.

As the race was being made ready a bleacher crashed down and all was confusion. Earlier in the day another grand stand crashed down and a Union wheel directly under, belonging to Gardiner, of Chicago, was somewhat damaged. Gardiner put another wheel in the frame and rode his first race in the mile open. This was Gardiner's introduction to the "Bees" and he carried out the predictions of his friend that he would do well. The lad

### Rode Well to the Front

throughout, watching like a hawk any new aspirant who should go up, and when Cabanne fell, was pushed to the outside of the track. Quickly recovering he managed to work into the stretch with L. C. Johnson. In a stiff fight Gardiner won third by a narrow margin.

Eddie Bald did not start in this race or in the others of the day. Fred Titus was absent, as were the Stearns' team. Sanger, Tyler, Bliss, Taxis, MacDonald, Cabanne, McDuffie, Gardiner, Conn Baker, Tom Eddy, Githens, Lumsden, L. C. Johnson, and others started. It was hammer and tongs throughout. The track was narrow; it was very soggy and decidedly wet in spots; the banks were low, and the head positions were desirable, for plugging was the game. It was

### One of the Worst Tracks

ever ridden on, but was not dangerous. The men had received such white treatment at the hands of the club that one and all were anxious to ride to please the race-meet promoters. At the outset of the mile race Cabanne shot out to the front. MacDonald quickly went up, and Bliss followed. Then Gardiner went out. In this mad hunt for position early in the game the racing was extremely lively (for the mud course) not to say surprising. Sanger was well back in the bunch at the outset, but worked up to third place in the second lap, leading the van at the half. Sanger was passed by young MacDonald. Men were dropping out in the third lap, the heavy track being too much for them. Tyler worked forward to Sanger's side on the pole, and Cabanne was close on Tyler's wheel.

### Tyler Could not Stay

on the slippery pole, and gradually came down on "Cabbie's" front wheel. His pedal caught, "Cabbie's" spokes were ripped out, his rim broken, and the forks striking the ground, he came down all in a bunch on his face and stomach. McDuffie struck and the two wheels became entangled. Several were thrown out of the race, having to run wide of the fallen men.

Sanger came into the stretch in the lead, and MacDonald pressed him close. Sanger jumped forward on the saddle. This being insecurely fastened on a perpendicular seat-post, slipped backward, and Sanger was resting on his pedals. MacDonald is a game little fighter, and never faltering came up, tied the big fellow, and

### With a Nice Little Sprint,

won by a length.

MacDonald also won the half-mile open, going out after Dr. Brown when the bell tapped, and catching him outran the Doctor by a length. Murphy and Cooper had a tight little squeeze for third. The judges gave it to Cooper, and Murphy protested the decision. The difference was but six inches. A. B. Goehler, the Buffalo plugger, found his element and in the two-mile handicap, "hit er up" as he was told to do by Asa Windle, running away from L. C. Johnson, and Conn Baker, a good 200 yards, and put-

ting W. F. Murphy and others to sleep. Coulter, 70 yards, and Taxis, 90 yards, the back markers, never did get up. Goehler rode like a "fiend possessed." Messrs. Bridgeman and Windle, the Columbia team men, went wild when Goehler made his great run, and congratulated themselves in winning the three B events of the day. Rain fell hard, and the fun of the day was all over with the programme half run.

### Summaries:

Half-mile open, Class B.—Raymond MacDonald, first; A. I. Brown, second; Tom Cooper, third; W. F. Murphy, fourth. Time, 1:16½.

One-mile, 2:40, Class A.—Robert Weir, Wilmington, Del., first; Harry E. Speaker, Williamsport, second; W. E. Updegraff, Williamsport, third; A. Lester Sheffer, Bellfonte, fourth. Time, 2:51.

Two-mile, handicap, Class B.—A. B. Goehler, 120 yards, first; L. C. Johnson, 140 yards second; Conn Baker, 150 yards, third. Time, 5:26. Goehler won by 200 yards.

Quarter-mile, Class A.—C. B. Jack, Reading, first; J. C. Henderson, Lewiston, second; H. E. Speaker, Williamsport, third. Time, 38¾.

One-mile open, Class B.—Ray MacDonald, first; W. C. Sanger, second; A. Gardiner, Chicago, third. Time, 2:45¾.

Two-mile handicap, Class A.—Robert Weir, Wilmington, 75 yards, first; H. E. Speaker, Williamsport, 200 yards, second; W. E. Updegraff, Williamsport, 210 yards, third. Time, 5:41½.

## ROUND TRIP OVER DE SOTO.

ST. LOUIS, Sept. 24.—C. C. Hildebrandt yesterday made a round trip over the De Soto road, and climbed all the hills both ways. This is the first authentic instance in which all the hills, both ways, have been climbed on a round trip. His total time out was 10:30:00, and his actual riding time 8:18:00. It had rained hard the day previous, and the roads were in miserable condition, until he got well out of town, after that he found the roads and the hills in very good shape. His mount was a twenty-one pound Cleveland, geared to fifty-four inches, and he came through without even a puncture. He made use of quite an ingenious brake, which served the purpose admirably, and did not injure the tires. On the sole of his shoe he had a piece of old-style Dunlop outer casing cemented and pegged, braking in the usual way, with the toe in the fork crown, and the rubber on the sole, which stopped the wheel quicker, and did not wear it as a leather sole would. The tires were evidence of this as they did not show the slightest abrasion.

The Pastime Athletic Club was attended by its usual luck Saturday when the Central Association championships of the A. A. U. were held. It rained furiously all morning and the attendance was very small indeed, but the rain did not hurt the track in the least. There were five bicycle races for Class A riders on the programme, in three of which the names of the competitors were known and in two no names were given. The latter, the spectators in due time discovered were ladies' races, for President Julian Laughlin, of the P. A. C., who is given credit for the innovation, seems intent on educating the public to appreciating what one daily paper styled the "living-picture" races. The first was a quarter-mile scratch race and was won by Minnie Walden in :45¾, with Ida Vail second. The other was a mile handicap and was won by Ida Vail, who had 145 yards, in 3:15, with Minnie Walden, scratch, second. Most of the contestants wore bloomers, but Ida Vail wore maroon-colored tights with a skirt of the same color, reaching scarcely to her knees.

The championship races were rank loafs except the two-mile on which a time limit of 5:20 was placed and it developed a good race and an exciting finish. Summaries:

Half-mile open.—G. A. Maxwell, first; E. E. Anderson, second; Will Coburn, third. Time, 1:16.

One-mile open.—G. A. Maxwell, first; Will Coburn, second; E. E. Anderson, third. Time, 3:17.

Two-mile championship.—E. E. Anderson, first; G. A. Maxwell, second; A. G. Harding, third. Time, 5:16. In this race Louis Coburn fell and brought down his brother Will, but neither was hurt.

The South Side Cycle Club will hold a club road race next Sunday morning over a course laid out on the avenues bounding Tower Grove Park. Three laps around the park will complete the distance, twelve miles. The first prize is a gold watch, and the time prize winner will get a handsome silver cup, emblematic of the club championship, which, however, must be won twice before complete ownership is established.

## BUTLER GETS A ROAD RECORD.

FOXBORO, MASS., Sept. 22.—The fifth annual road race held under the auspices of the Foxboro Cycle and Athletic Club was a great success. The course, an exceptionally fine one, three miles around, was in fine condition for record breaking and Nat Butler, of Cambridgeport, knocked 1 minute and 1 second off the fifteen-mile world's record. Riding hard at the start Butler soon distanced the 2:00 men and finished seventeenth in the record time of 41:25½. E. O. Peabody, of Foxboro, also lowered the world's record for the same distance :23½. The sixty-two starters were mostly local men out of whom forty-one finished. The finishers:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	T. E. Tarment	2:30	43:10½	11	David Whiting	5:00	46:10½
2	F. W. Stockbridge	4:30	45:14	12	Fred W. Foster	4:00	45:11½
3	L. T. Cushman	2:30	43:15	13	W. D. Baker	3:00	44:12½
4	H. D. Merritt	2:30	43:16	14	Fred Stobart	2:30	43:46½
5	Arthur Brunett	3:00	43:49½	15	Harry Young	5:30	46:56
6	Jas. Lehan	3:30	44:20	16	W. A. Bonniclip	3:30	44:57
7	C. H. Winberg	3:30	44:26	17	Nat Butler	Scr.	41:25½
8	John Hudson	3:30	44:53	18	H. F. Adams	2:30	43:59
9	Murray Winters	4:00	45:04½	19	F. W. Werner	2:00	43:30½
10	D. J. C. Raymond	2:30	43:35½	20	E. O. Peabody	1:30	42:01



## LIKE A CANNON BALL.

**E. C. Bald Wins the Mile Open at Reading With One of His Electrifying Sprints—MacDonald Beats Bliss.**

READING, PA., Sept. 21.—Through a mistake the Penn. Wheelmen, of this city, did not clear thousands of dollars on their meet. The half-mile track where the races were run is reached with difficulty by electric cars, but trains run to the gates. A special train was run today, which was not advertised, but, nevertheless, the grand stands were filled nicely, and the club made money.

Several very exciting finishes were seen on a down-hill homestretch. For this track is up hill to the quarter, and very gravelly all around. Today it was rutty on the backstretch, making miserable going. Edward "Cannon

engraver, "got a move," as did Mother Murphy, running three and four. Cabanne was shut out of the first heat by the judges and was allowed in the final, shutting Sanger out. As the final was lined up Starter Wilhelm's pistol failed him and he yelled "Go." Some went, among the number Taxis, MacDonald, and Murphy. The latter two came back when called by the starter. Taxis,

### Knowing the Rules,

continued and finished the half mile, protesting the race. No one fell at the start; the referee did not call back the men, and the starter said go. Taxis has a good case. Referee Dimon refused to consider the protest. As the race started Cabanne went up. At the quarter Brown made his jump and gained several lengths. MacDonald seemed scared of the Doctor's jump. He has had that dose of medicine administered before. MacDonald quickly picked up Brown and, passing, was soon engaged with Bliss, who came up, a pink streak from the back. MacDonald rode hard and maintained a lead of a length to the eighth, when Bliss suddenly shot forward. As the tape was crossed by the flying pair, pink and blue, pink was to the bad a bare six inches. The time was 1:15. Cabanne was a close fourth to Brown's third.

Sanger, evidently sore over his being shut out of the half mile, donned his clothes and

### Refused to Ride Again.

No scratch men started in the two-mile handicap, and Tom Cooper, 85 yards, was virtual scratch man. The men bunched, and Cooper, coming through, engaged in one of the gamiest battles of the season with Eddie McDuffie, winning by six inches. Conn Baker, Miller, and Silvie followed in the order



Ball—d" won the mile open race with just such a finish as we saw him make at Springfield. Doctor Brown took the initiative jump—as usual a little bit too early. He gained twenty yards on the field, and all became excited, for it looked a runaway race. People became very much excited over such a race. "It's Brown's race," shouted the crowd. But Bald by his recent great victories at Springfield and Waltham had apparently become possessed of the idea that no lead was too great to be overcome by

### That Great Sprint

of his. Bald went out after Brown, and was yet twenty yards to the bad as the turn was reached. Brown rode like a fiend, and Bald shot forward like a cannon ball. Fifty yards from home he had two lengths to gain. Twenty-five yards from home Bald had still a length to make up. Brown rode desperately. Bald jumped, plunged forward, jumped again and again, and in the last ten yards won the race by a half length from Brown, in 2:36½. Goehler, the Buffalo man, hung to Bald until those jumps, and ran third ahead of Lumsden, Brandt, and Bliss, who ran in the order named.

A field of over a dozen sent away in the mile open, Class A,

### Put Up a Good Race.

J. B. Corser made great going up the hill on the last lap, gaining several lengths. Sims, the intercollegiate champion, sprinted out at the quarter and overhauling Corser at the turn. C. W. Krick passed Corser and closed with Sims. The two finished six inches apart, George W. Coffin a close third.

In two heats of the half-mile open, B, a great field qualified. Ray MacDonald gained the coveted lead in the first heat and won by a couple of lengths; Taxis and Githens second and third, and Sanger just squeezing into fourth position. Bliss made a great ride down the straight in the second heat, nipping Dr. Brown a yard from home. Brandt, the Tiffany

named. W. F. Sims, and E. L. Blauvelt rode a great race in the tandem mile, winning by a length from C. W. Krick, and C. J. Iven. The time was 2:23.

### Summaries:

One-mile open, Class A.—W. F. Sims, first; C. W. Krick, Reading, second; G. W. Coffin, Orange, N. J., third; B. B. Stevens, Reading, fourth. Time, 2:39½.

Half-mile dash, Class B, final heat.—Ray MacDonald, first; J. P. Bliss, second; A. I. Brown, third; L. D. Cabanne, fourth. Time, 1:15.

One-mile, 2:30 class, Class A.—George W. Coffin, first; Charles W. Krick, second; J. F. Ermentrout, third; R. P. McCurdy, fourth. Time, 2:57.

Two-mile handicap, Class B.—Tom Cooper, 80 yards, first; E. A. McDuffie, 90 yards, second; Conn Baker, 150 yards, third; E. F. Miller, 150 yards, fourth. Time, 4:49½.

One-mile tandem, Class A.—W. F. Sims and E. L. Blauvelt, first; Charles W. Krick and C. J. Ivens, second. Time, 2:23.

One-mile open, Class B.—E. C. Bald, first; A. I. Brown, second; A. B. Goehler, third; O. S. Brandt, fourth; J. P. Bliss, fifth. Time, 2:36½.

One-mile handicap, Class A.—C. B. Jack, 30 yards, first; B. B. Stevens, 100 yards, second; Daniel Hart, 130 yards, third; G. B. Mershon, Jr., 65 yards, fourth; E. L. Blauvelt, scratch, fifth; Robert Weir, 35 yards, sixth. Time, 2:21½.

Quarter-mile open, Class B, final heat.—E. C. Bald, first; L. D. Cabanne, second; A. I. Brown, third; O. S. Brandt, fourth. Time, :31½.

Half-mile open, Class A.—W. F. Sims, first; C. B. Jack, second; C. W. Krick, third. Time, 1:10½.



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GEO. K. BARRETT, EDITOR.

## POLITICAL WORK OF THE A. C. C.

The movement on the part of the Chicago cyclists in the matter of political reforms has taken definite shape. The Associated Cycling Clubs have gone into the matter heart and soul. We do not mean to say that the association has indorsed any party or is going into the fight to demonstrate to the public in general and to the professional politicians in particular that they possess a power that must be recognized. They have given N. H. Van Sicklen a unanimous indorsement, and have appointed a campaign committee, composed of one member from each club in the association, that has gone into the work with a vim that speaks well for its success.

The idea is to elect the wheelman candidate if possible, or, if they can not do that, to make such a showing as will convince the politicians of either of the great parties, that, when it comes to an issue that wheelmen are particularly interested in, they can poll a big enough vote to carry with it the balance of power. With such a lever it will in the future be possible to get anything in reason from the powers that be. This argument will be put before the wheelmen of the city and county in every way in the power of the Associated clubs, and it must be admitted that they have as complete a "machine" to work with as a political party ever had. The outcome of the matter will be watched with interest by riders all over the country.

## NEW YORK TO CHICAGO.

The American cycling public is wont to pat itself on the back, figuratively speaking, and to congratulate itself that American riders lead the world. This is true to an extent, but to an extent only. It is true that all the records for the shorter distances, both in competition and against time, are the property of Americans, but when it comes to long-distance riding, on road or track, we are simply outclassed. The French and English lead us further than we care to say. Their records for the short distances, while by no means equal to ours, compare at least favorably with them, but our long distance times do not begin to show as favorably against theirs. Of course the plea will be advanced, and with all justice, that as far as road records go we have not the roads on which to make them. The same can not be said of our tracks, which, whatever they were a few years ago, are now as good as the best. That we could succeed, if we devoted ourselves to the establishment of long distance track records, is shown by the recent record of Titus for the hour, which today stands as world's record by a small margin. On the road it is different. Until we have better roads we can not hope to equal the performances of the riders in European countries. But is that any reason that we should not try for records on the road?

Of late there has been a veritable craze to lower the record between New York and Chicago. This course may well be compared with that from John o' Groats to Land's End in England. The distance of the two is practically the same and both run over a variety of country, hilly, rolling, and level. The record between the two American cities is about eight days. That over the famous English course less than half that time. This startling discrepancy may be accounted for in two ways, leaving the abilities of the riders of the two countries altogether out of the question. In the first place the English roads are at least fair, while those of America are absolutely not worthy of the name of roads. In the second place the American riders have not been brought to the point in the matter of training and

pacemaking to enable them to make such marvelous long-distance times as those accomplished by our English and French cousins.

All this is an object lesson for the good roads movement, but it is not the subject that we started to talk about. All the enthusiasm that has been awakened by the numerous attacks on the New York-Chicago record should not be allowed to die out. Whether we can equal the performances of our rivals across the waters or not, we should keep after these records, and should get them down as low as American roads will permit. Short distance and long distance riding are entirely different branches of the sport. The man who can excel at one can not excel at the other. The fact that we will find it hard, if not impossible, to establish world's records on the road should not deter us from cultivating the sport. Let the work go on. The New York-Chicago record can be lowered far beyond the present figures. Who will be the next to try for it?

## THINK OF THIS.

I see Chairman Raymond repeatedly quoted in cycling papers as having said, substantially, that the Racing Board will, next year, adopt a rule to expel Class B men who break their contracts with manufacturers; but nothing is said about manufacturers who break their contracts with racing men.

Either Chairman Raymond talks too much and unwisely (which I am free to doubt), or else press reporters attribute to him expressions that he is not responsible for (which is easier to believe).

I do not believe that any such rule will be adopted. Chairman Raymond is something of a lawyer and politician, and has shown good common sense too often to be lightly doubted. Then he is not the L. A. W., whose other officials are not babes in the wood, either. Nor are the officials the real L. A. W.; but the great body of members ultimately govern, and they are not Socialists, or Populists, who expect government to regulate all things. But, lest such an idea should gain root unwatched, let us consider it a little.

The L. A. W. and its Racing Board were not organized to enforce contracts between capitalists and their hired men, but to make and keep racing contests fair and square, as between racing men, race promoters, and the public and the L. A. W. The courts and statute laws are amply sufficient to enforce contracts between capital and labor; and it is wise to leave disputes about contracts between capitalist manufacturers and their hired men to the courts and laws.

If the L. A. W. should interfere, it would be unjust and odious to use its power to compel the striking employe to fulfill a disputed contract, but not compel the employer also. Yet how could the L. A. W. compel Stearns, or Pope, or any other millionaire manufacturer? If Congress, state legislatures, and state governors fail (as they do) to compel rich employers to treat their workmen as outsiders consider they ought, how can the L. A. W., without any lawful jurisdiction or authority, do it?

Who is to judge of a disputed contract? The L. A. W. officials have no right to judge; but they must judge if they interfere.

Illustration: Suppose Sanger, Bliss, Tyler, Johnson, Titus, or any other popular champion, claims that his employers have broken their contract, and thereupon strikes, and goes to Colonel Pope, who, having investigated, also thinks the racer is justified in quitting his first employer and joining the Pope team. Now suppose in steps the Racing Board and decides that the champion must leave Colonel Pope and go back to his original employer, or be expelled. Pretty muss this would plunge the L. A. W. in, wouldn't it?

Suppose a manufacturer, in the middle of a season, cuts down his racing men's salary and expenses, contrary to contract, taking advantage of a condition at a time when they can not get other situations. How would the L. A. W., if it should interfere, compel such employer to pay? The courts could; the L. A. W. could not. The L. A. W. is not a strike regulator. It is none of its business what contracts for wages free parties make, nor how they are enforced—all that is properly protected by the laws and courts.

Moreover, such interference would be highly impolitic. There is nothing of which public opinion is more scrupulously jealous than unlawful outside interference in disputes between employers and employes. A large portion of the L. A. W. membership is composed of mechanics and workmen. All these would be a unit against any such usurpation. Besides a large body of political prejudices might soon be massed against the L. A. W. The L. A. W. might thus fall into disfavor with all political parties. And to no good end, in a contest pretty sure to involve failure; for whether such contracts are broken or not does not in the slightest practical sense affect the fairness or honest efforts of racers in a public race. Johnson or Sanger, Titus or Bliss, would race just as fast and just as squarely upon one wheel as upon another, and it is neither our business, nor need we care a straw which wheel they ride. Let every manufacturer scorch his own paws dragging rebellious chestnuts out of the fire; the L. A. W. has no call to burn its fingers by needless meddling.

Further: A contract is subject to interpretation by the courts. Suppose the L. A. W. should decide one way, and expel a racer, and then the courts should decide against the manufacturer. How would the L. A. W. eat dirt gracefully, and repay the racing man for its injustice.

I do not believe the Racing Board, or the L. A. W., or Chairman Raymond, intend any such thing; but I argue the matter to cause the body of wheelmen to think before any seeds of error and injury are allowed to spring up.

PRESIDENT BATES.



## INDORSED THE TICKET.

**The Associated Cycling Clubs of Chicago Will Work to Elect the Wheelmen's Ticket—A Strong Resolution.**

The Associated Cycling Clubs of Chicago will work for the wheelmen's ticket at the coming election, and will demonstrate to the politicians what a power wheelmen are in politics. A meeting of the A. C. C. was held at the Grand Pacific last Tuesday night, and preparations were made to make an aggressive fight. There was a large attendance, and the first thing of importance to come up was politics. President F. J. Fanning said that the meeting had been called to consider the necessity of some action being taken in a political way by the A. C. C. at the November elections. The fact was brought out prominently in the discussion that followed that the wheelmen could wield little power until they demonstrated to the politicians the number of votes that they could command.

Messrs. Barrett and Canary were on hand in the interests of N. H. Van Sicklen, the independent candidate for county treasurer. In their remarks to the meeting they dwelt at length on the fact that

### A Big Wheelmen's Vote For

the wheelman candidate would be the best possible demonstration of what could be done in politics by the riding public; they urged the association to go into the fight, not only for the sake of the regard in which they hold the candidate, but for the sake of getting an entering wedge into the political log, which, in due time, they could drive home with effect. The sentiments were greeted with applause. H. M. Gardiner, of the Lake Views, and R. G. Fisher, of the Columbias, with other delegates, spoke at length, indorsing

permit, and it will be seen to that all wheelmen are registered and cast their ballots.

F. J. Fanning was elected temporary chairman of the committee and Geo. K. Barrett temporary secretary. The committee will hold frequent meetings at room 904 Isabella Building, 46 Van Buren street.

### More Workers Wanted.

The campaign committee is anxious to communicate with all clubs that are not members of the Associated clubs and are unattached wheelmen. Campaign headquarters at the above address will be open from 9 o'clock in the morning until 6 at night during the early part of the campaign and in the evenings a little later on. There is room for every wheelman who desires to engage in the work to show what he can do.

## CASH PRIZE SCHEME SHELVED.

PHILADELPHIA, Sept. 15.—There is a "P. S." to the announcement of the formation of the new professional league made in the last issue of THE BEARINGS, the postscript being made necessary on account of the announcement at Asbury Park by Zimmerman, Sr., that the champion would probably not return until next spring, owing to the fine offers made by promoters of French indoor tournaments to be held this winter. Up to that time it had been thought that Zim would return in the latter part of this month, and it was calculated that the new scheme would be launched in a blaze of glory resulting from his presence, but when it became apparent that the date of his return was an unknown quantity it was decided to shelve the entire matter indefinitely.



the ideas advanced already, and giving new ones why the wheelmen of the county should take a hand in political affairs.

Then C. P. Root offered the following resolution which was adopted unanimously, and with great enthusiasm:

WHEREAS, Norton H. Van Sicklen has been nominated on an Independent Ticket for the office of County Treasurer of Cook County, and

WHEREAS, Mr. Van Sicklen, as a cyclist of long and honorable standing, represents the wheelmen of this county, be it

Resolved, That we, the Associated Cycling Clubs of Chicago and vicinity, do indorse the candidacy of Mr. Van Sicklen, and recommend all wheelmen in Cook County to vote for him.

After the adoption of the resolution a motion was carried to increase the committee on political action to include one member from each club in the association.

### The Campaign Committee.

The following committee was appointed: R. G. Fisher, F. J. Fanning, A. W. Roth, William Herrick, H. M. Gardiner, A. T. Heywood, H. P. Walden, Geo. K. Barrett, K. Franklin Peterson, D. J. Canary, John Siman, and S. S. Manning. After the various delegates had given vent to considerable more enthusiasm the meeting adjourned and

### The Campaign Committee Got Together

for its first meeting. The hour was late and there was but little actual business done. The plan of the campaign was, however, talked over and it was practically decided that a series of mass meetings of wheelmen will be held, that all the wheelmen who belong to the clubs in the association will be interested in the work and that a census of the wheelmen of the country will be made in as thorough a manner as the time before election will

It may be positively stated that the matter has already been presented formally to the champion, and that he has given his promise to ride. He refused, however, to agree to any date, merely saying that he would ride "when he returned." As stated in a letter several weeks ago, the engagement of the Brotherhood baseball grounds in this city was a part of the plan, but that deal has also now been shelved, owing to the general uncertainty.

### Iowa Riders Were There.

ALEDO, ILL., Sept. 20.—The Aleo Bicycle Club held its first annual meeting on the fair grounds to-day. Results:

One-mile novice.—T. M. Carnahan, Aleo, first; G. Ray Hall, Abingdon, second. Time, 3:00.

Two-mile open.—William C. Smith, Davenport, first; George McClintock, Galva, second; George T. Lacey, Galva, third. Time, 5:20.

Half-mile, Mercer County riders.—F. M. Carnahan, Aleo, first; E. L. Wickett, Keithsburg, second. Time, 1:25½.

Five-mile open.—William C. Smith, Davenport, first; W. H. Egan, Knoxville, second; George T. Lacey, Galva, third. Time, 13:42½.

One-mile open.—William C. Smith, Davenport, first; W. H. Egan, Knoxville, second. Time, 2:38.

One-mile consolation.—M. H. Hulburt, Muscatine, first; Fred Griffin, Griffin, Ill., second. Time, 3:55.

### Deny the Rumor.

The newspaper reports concerning the Overman Wheel Co.'s connection with a reported national baseball association to be organized for the purpose of using the Overman Wheel Co.'s baseballs and as a rival to the National League are said to be absolutely false by the Victor people.



## COLD IN SWITZERLAND.

**Zimmerman Finds the Weather at Geneva None of the Best, but Manages to Keep up His Reputation for Winning.**

GENEVA, SWITZERLAND, Sept. 9.—The land of pretty maidens, grand scenery, and azure waters now belongs to the list of Zimmerman's cycling conquests. Today, at the Velodrome de Geneve, the white tops of the Alps appearing through the haze of distance, and with five or six thousand Swiss, Germans, French, English, and Americans shouting bravos, Arthur Augustus added more victories to his career. The beauty of the city of Geneva, her hospitable people, the grandeur of Lake Geneva, or the fascination of a view of the Mont Blanc, seemingly in the clouds afar, probably atoned for the wretched track and the cold weather. Zim's muscles have been bound up ever since his arrival from Paris, five days ago, and today he hardly felt able to grind out his regular victory. He came early to Geneva, hoping that the change of climate would prove beneficial, but made a mistake. The weather has been so cold that he has been wearing a continuous coat of "goose flesh," and he has been shivering like a young chicken in the fall of the year. Next week he is to go for records at Bordeaux, but in the midst of his chatterings at present he feels more like getting close to a big

people regaled him with all the flattering terms in the vocabulary of cycle racing, even when he had just

### Beaten All Their Idols.

The reputed best man in Switzerland enjoys the name of Champion, although today he failed to sustain the distinction that his "coincidental" title has borne heretofore. Arnold Bozino had the honor of coming in second in the final of the international which Zimmerman won, and thereby challenged the usual attention and admiration which the "second-placers" have come to enjoy. Under the circumstances Zimmerman did not ride any harder than he was compelled to ride, so that he did not leave the "many lengths" behind him that he has dishd up to the second man so many times. Champion failed to respond when the moment of the sprint came, Zimmerman and Bozino passing him on the back stretch. Zim led into the turn, with Bozino hanging on. The latter made a very creditable showing, and followed closely. The race was run in two heats of 2,000 meters, and a final of 3,000 meters (1½ miles). Zim was in heat No. 1, and finished easily in front, with Champion second, and Bozino third. Champion was allowed to take a nice lead around the final turn, and Zim picked him up on the way home. In the final, six men starting, one of the number was sent to the front as pacemaker, and he



stove. He can only hope that Bordeaux, for which place he starts tomorrow, will present its usual warm weather.

The altitude and the proximity to the mountains makes

### Geneva Rather Cold

when the winds happen to blow in certain ways, so that with rain and a low temperature the famous summer resort becomes too much of a cool place.

Americans are numerous here and this afternoon they turned out liberally to see their long-legged countryman pedal the machine. They called on Zim in his dressing-room or shouted "Hello, there!" at him above the heads of French-speaking spectators, and one good patriot, who seems to bob up at all Zim's races, waved the American flag. The track is very bad at Geneva. The banking is built of cement half way up from the pole toward the fence, but the straights are of clay mixture. The rains had washed gutters in the surface so that when Zim attempted to sprint a lap against the watch he bounced out of his saddle, lost his toe clips and nearly tumbled from his perch. The rider who "could not ride fast enough to keep warm" would have stood little show on the Geneva track today, for the air was so cold that two or three thicknesses of sweater became a decided comfort. The quality of applause Zimmerman received today was a repetition of that which has been accorded him practically at every race meet in which he has competed since arriving in Europe. The

### Ran Himself Out in One Lap.

This time Zimmerman took the lead entering the turn, and "he was never headed." Later on the programme he went against the watch for a lap of the track, with tandem pacing. The start was slow, so that he covered the 500 meters in :35½ against the record of :35. In a second attempt, going finely, he missed a pedal and loafed home in :38. In the third trial the tandem team was tired, and through a misunderstanding ran Zim wide on the turn, the time being :37.

It was H. O. Duncan, of the Rudge agency in Paris, who, with Messrs. Baduel, Tolstoi and others were instrumental in bringing about the recent season of professional racing in England; and it is H. O. Duncan who is now engaged in an argument with G. Lacy Hillier upon the subject of track surfaces, equipments, management and other essentials bearing upon a comparison between England and France. Duncan was once a racing man, and his name remains upon the books as his having been a record holder at one time, but since he has lived in France and been associated with cycle racing he has seen France make rapid strides while England stood still. Not until the recent incursion, when the French managers ran race meets on English soil, did the French head of the existing controversy realize how little the Englishmen had advanced in

### The Manner of Giving Races.

Duncan, aside from the main discussion as to track surfaces—wood



# A Big Drop!

Knocks the Life Out of the Man,  
but does his WAVERLEY very  
little damage.

MAHAFFEY, PA., Sept. 13, 1894.

INDIANA BICYCLE CO.

Gentlemen: Sam Guthrie rode a Waverley over a bank—took a straight drop of twenty feet and fell on a log. He was stove up pretty badly and lay for over an hour before he was found. Nothing broken or bent about the wheel but one spoke.

Yours truly,

M. H. STRAUS.

THE *Waverley* was not constructed for this sort of a hurdle race, but the fact that it stands the racket is only another evidence of the great merit of the wheel. Its superiority has been so thoroughly demonstrated this season in all branches of cycling—from track racing to parachute jumping, that none but competitors (and few of those) will deny its right to first place among the high grade machines.

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vs. cement—points out that in England the officials shout out the number of laps to go, ring a cowbell or a boarding-house dinner bell for the final lap, keep scores on a scrap of paper that may happen to blow their way, provide only outdoor pens or else nothing for the press, and, with perhaps one exception, furnish for the riders most inadequate dressing quarters. The testimony of one who followed the recent circuit to Herne Hill, Leicester, Birmingham, and Newcastle-on-Tyne is that Mr. Duncan's statements are true.

While it must be admitted that the English tracks, of the cities named, are better equipped than the average of American tracks—for in the latter country the accommodations are notoriously bad—it must also be admitted that the English tracks are a long way behind those of France. Mr. Duncan expressed himself as being pained to see how his countrymen had stood still in the matter of equipping and modernizing their bicycle tracks, while Paris had, in the meantime, progressed almost to the point of perfection.

#### England Has Been in the Game

two or three times as long as France, yet the latter leads by a long distance. In England they are still using the cardboard and safety-pin for attaching the contestant's number and, as has always been the case since that method fell into vogue at the West Liberty, or Bloom Township fair, the number either falls off or turns up on the rider's back until nobody can read it. In Paris the number is fastened to the rider's right arm by means of an elastic band, which is buttoned around. This is only an item, but the items are essential to comprise an entirety as related to an afternoon of good sport. At Herne Hill, the boasted "best track in the world" from the Hillier standpoint, a man stands near the pole and shouts the number of laps yet to go, and a whitewash brush artist (not Moore) daubs the final result on a very saw-toothed blackboard. After making a comparison between these primeval methods and the automatic contrivances in use in Paris, Bordeaux, and other places, it would be easy to believe that England was at least ten years behind France.

Referring to that moth-eaten question of whether cement is faster than turf or wood, as it is laid at Herne Hill, those who are not satisfied in their own minds should either try the kinds mentioned or take the experience of Zimmerman, Wheeler, Edwards, Harris, Banker, and other top-grade riders who have tried them. The impression is held by a great many that Shorland, in the last 24-hour race, was handicapped by the gridiron surface of Herne Hill, and that on a cement track he would

#### Have Gone Miles Farther.

As for the cinder track at Leicester, or the clay and gravel compositions at Newcastle or Birmingham, the owners certainly keep them in as good condition as that material can warrant, but Zimmerman complained sorely of their roughness, and said it was much like riding a road race as compared to riding at the Velodrome Buffalo.

Most Englishmen sustain the universal reputation of being good sportsmen, so that with the liberal patronage which is sure to be bestowed upon the occasions of good performances there is perhaps less need, from the turnstile phase of the affair, of enticing society into the stalls and boxes than exists in France. An English crowd at a cycle race meet looks about as much like a Paris crowd at Buffalo or the Seine as Weary Raggles resembles a creation of Worth's.

It was a writer in an English cycling paper who once said that true sportsmanship gave the least attention to the click of the gate latch where the spectators passed in, but it is certainly pertinent to inquire whether there could be developed very much good sport were there nobody present but the contestants and officials. Society, that is the patronage of the fair sex, is only an advanced condition in the enjoyment of sports by the public, and were the cycle tracks all over England and all over America or other countries, where races are held, equipped as nicely and made to present as pleasant an appearance as the Buffalo or Seine tracks in Paris, or the Velodrome du Parc in Bordeaux, there would be better and better-looking and bigger crowds in attendance.

J. M. ERWIN.

#### A SOUTHERN MEET.

CHATTANOOGA, TENN., Sept. 18.—During the session of the Sovereign Grand Lodge of the Odd Fellows, the Mountain City Wheelmen gave a race meet, in which the prizes were diamonds exclusively. The results of the first day were as follows:

One-mile novice.—James Arnold, first; R. E. Sherman, second; W. Letner, third. Time, 3:27½.

Quarter-mile open.—Kendall Speer, first; C. L. Talbot, second; E. E. Lewis, third. Time, :34.

One-mile tri-state championship.—H. N. Kirby, first; J. P. Fleck, second, C. L. Talbot, third. Time, 3:07.

Half-mile unpaced for time.—J. P. Fleck. Time, 1:11¼.

Half-mile handicap.—Charlton Howell, first; C. L. Talbot, second; E. E. Lewis, third. Time, 1:07.

#### Second Day.

One-mile novice.—R. D. Eager, first; J. W. Thompson, second. Time, 2:51.

Quarter-mile open.—G. E. Quinn, first; C. L. Talbot, second; Kendall Speer, third. Time, :34.

Half-mile tri-state championship.—Kendall Speer, first; Ped Hickman, second; R. D. Eager, third. Time, 1:17¾.

One-mile open.—G. E. Quinn, first; J. P. Fleck, second; Kendall Speer, third. Time, 2:32.

Two-mile handicap.—E. E. Lewis, first; Kendall Speer, second; C. L. Talbot, third. Time, 4:56.

One-mile, horse vs. bicycle.—J. P. Fleck, winner. Time, 2:56½.

G. E. Quinn then made a mile with pacers in 2:17. This is the best time made in the south.

#### FROM OVER THE POND.

##### J. Green Wins the Fifty-Mile N. C. U. Championship in Record Breaking Time—Other English News.

LONDON, Sept. 15.—At Herne Hill this afternoon, in cloudy weather, with very little wind, and an attendance of 2,000 persons, the fifty-mile N. C. U. championship and the final heats of the junior championship for the Turner cup were decided. The latter event came first, and resulted in a victory for the Inflexible C. C. team, of London, which scored thirteen points against the thirty-nine points of the Bristol Jockey's C. C. team, thus winning by twenty-six points. The times were slow and the racing uninteresting.

The fifty-mile championship drew thirty-seven entries, out of which twenty-six actually started. E. Scott assumed the lead at a high pace, J. Green, the twenty-five-mile champion, riding next. Other notable competitors were J. Michael, who soon gave up; J. A. Robertson, who lost his chance by kicking off a crank which cost him three laps; Platt Betts and A. A. Chase, who recently broke Shorland's 12 hours on the road, were starters. At twenty-five miles only nine men were left on the track. The leaders were splendidly paced by two triplets and plenty of tandems. Record went at twenty-seven miles (1:02:51½), Green leading. The previous record was made by G. R. Martin at the recent Anerley meeting. From twenty-eight miles Stocks' times were effaced, they being: Thirty miles, 1:09:50½; thirty-five, 1:21:20½; forty, 1:33:02½; forty-five, 1:45:03. Only six men were left in the race at forty-five miles. Chase rode splendidly as the finish approached, passing Scott into second place. Result: J. Green, first, 1:56:45½, world's record; A. A. Chase, second, 2:01:34; A. E. Walters, third, 2:04:30½; E. Scott, fourth, 2:07:50½. H. Maggs and A. G. Wright also finished. Coleman and Dring timed. The winner's time beats the doubtful record of Dubois at Milan, viz., 1:57:00.

The North Road Club's 24 hours on the road started at 11 o'clock last night. The usual place, Hitchin, was abandoned in favor of Peterboro, but

#### Considerable Trouble Was Caused

by the presence of police who were camping by the roadside near Stilton. A hurried change in the route was made and the men went via Sleaford and Retford to Grantham. Fontaine soon established a lead, being pursued by R. H. Carlisle. Bidlake made good progress on a tricycle. Shorland, of course, did not start, as he has done with distance racing for the season. At seventy miles Fontaine and Carlisle were together, Bidlake, Ilsley, and Buckley coming next. Fontaine shook off Carlisle at 140 miles. At 1 p. m. this afternoon Brookbarks retired punctured. Many men lost their way owing to the altered route. At 12 hours Fontaine's mileage was 199½ miles, Bidlake and Ilsley 193, Buckley 192. Carlisle retired. At 3:30 p. m. Fontaine had done 234 miles in 14:16:00. Buckley was second. No later news is to hand up to the time of mailing.

Shortly after 6 this morning ten competitors started in the 12-hour race of the Pegasus C. C. at Kensal Rise. At 6 hours B. Staples was leading with 116¾ miles, H. Ebdon second with 113¾, and D. Robinson third with 109½ miles.

In the 100-mile scratch race at Portsmouth today, E. Dance fell after riding twenty-two miles, and was so badly injured that he had to retire.

Last Tuesday a rider named Robinson, in attempting to lower the Huddersfield-to-London record, fell, when well inside time, through his front wheel coming off, he being severely injured about the head and shoulders.

C. G. Wridgway took a big slice off the London-to-Brighton-and-back, record last Wednesday. E. Dance

#### Did a Grand Ride Over This Course

last year, but his time was beaten by S. F. Edge, who did 5:52:30. Recently Dance went a gain, but only beat Edge's time by 12 seconds. Wridgway reduced the record by no less than 16 minutes 46 seconds, doing 5:35:32, equal to 19½ miles an hour throughout the long and hilly journey.

A meeting of Northeast London clubs was held last Thursday at the University Club, Bethnal Green, and an executive committee, representing over a dozen clubs, was elected to commence a strong agitation to induce the London county council to construct a public cycle track on the newly acquired public land on Hackney Marshes. The local cyclists are very sanguine of success. The many prosecutions of riders for exceeding a speed of eight miles an hour in Victoria Park has led to this movement being initiated.

At Herne Hill, on Thursday, W. Ellis made the following new records on a single tricycle: Quarter, :37½; half, 1:10½; three-quarters, 1:45¾; one mile, 2:21½. On a tandem tricycle H. Smythe and H. Hoch made the following new records: Quarter, :37½; half, 1:10½; three-quarters, 1:45¾; and one mile, 2:21.

#### The Daughters of the Prince of Wales

cycle frequently, but their exercise is confined to the grounds of Sandringham and Balmoral. In the fashionable world Lady de Gray and Mrs. Asquith are the latest accessories to cycling.

J. Michael, the little wonder, who, however, made a very poor show in this afternoon's fifty-mile championship, won the 100-mile Welsh championship at Cardiff last Saturday.

J. H. Petersen, the Dane, has had great success in long-distance racing this season. Last Saturday he added to his list of honors by winning a 12-hour race at Glasgow, where he covered 225 miles and some odd laps. J. H. Naylor, of Ireland, was second, six miles behind.

Miss N. G. Bacon has just returned from a month's holiday spent in



# PALMER • TIRES

All in one day

## 21 WORLD'S RECORDS 21

At Springfield, September, 13.

TITUS—1 hour—26 miles 1,489 yards. Records 7 to 26 miles inclusive.

BUTLER—2 miles, 4:04 4-5.

SANGER—September 12—1 mile unpaced, 2:07 1-5.

Two Reports from cities sometimes called "PODUNK."

NEW YORK Sept. 15, 1894---9 Races, 8 firsts, 8 seconds, 6 thirds.

**22** out of **27** prizes or **81½** per cent.

PITTSBURG, Sept. 17, 1894---10 Races, 8 firsts, 10 seconds, 9 thirds.

**27** out of **30** prizes or **90** per cent.

Class **A** prizes **100** per cent. Class **B** prizes **80** per cent.

Oh, Yes!! THERE ARE OTHER TIRES!

NEW YORK, Sept. 17, 1894.—On the third lap the lot bunched, and coming down the stretch, presented as pretty a sight of animation as one could wish to view, when—crash!! down goes a rider, and immediately three more are piled on top of him. The names of the four men are, Dunn, Hastings; Hargan, Newark; Prescott, Tarrytown; Nagle, Riverside Wheelmen. Dunn and Prescott were pretty badly injured and were carried away unconscious. In all fairness let it be said right here, that this fall was not the fault of the track, but was caused by the tire on one of the rider's machine exploding.—"The Bearings," Sept. 21.

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touring alone on her safety. She wore rational dress, and covered 1,200 miles, visiting the eastern coast, Scotland, the English lakes, and north Wales. Her last three days' riding averaged seventy miles per day. The papers have contained many interesting details of her tour, which is, perhaps, the most ambitious wheeling trip ever undertaken by a British lady bicyclist.

It is the intention of the secretary of the Lady Cyclists' Association, now represented on the National Cyclists' Union, to bring forward a proposition, at the next council meeting of that body,

#### To Debar Women From Competing

at any race meeting held under N. C. U. rules, to instruct timekeepers to refuse to time performances against the watch by women, and to ignore all records made by women.

The Anchor Shield race next Saturday at Herne Hill should prove exciting, as the entries include such first-class flyers as C. G. Wridgway (the holder), J. Michael, H. R. Carter, J. H. Peterson, as well as the following: A. W. Horton, H. B. Hoch, W. H. Knight, A. A. Chase, E. Scott, P. C. Twentyman, and J. Bowie. In all twenty-four riders have entered.

The recent order of Sir E. Bradford, the commissioner of police, by which all persons taking part or about to take part in a road race are to be prosecuted, sounds the knell of racing on the Queen's Highway. The stoppage of the 24-hour race of the North Road, as above stated, has only been averted with the utmost difficulty and inconvenience. There were thirty-four accepted entries for the race, and when the horde of pace-makers is taken into account, there is little likelihood of another race being carried out on the road. There is some talk of taking the event over to France, but I think it is more likely the big club will be driven to decide its annual contest on a track.

C. W. HARTUNG.

#### KANASKA STARTS FOR FRANCE.

MILWAUKEE, WIS., Sept. 26.—Henry Kanaska, the local professional, who has been hankering to get across the ocean to reap gold and glory, has departed for the other shores. It took him nearly a year to lay aside enough spare change to make the trip and when he lands there he will not have enough money to get back. But he is sanguine that he will have no trouble in winning some of the spoils hung up by the Englishmen and will enter the races to be run at Herne Hill this fall, in which Zimmerman, Harris, Wheeler, Scofield, and the other fast professionals are entered. Kanaska is scarcely eighteen years of age, but has shown good speed. During the brief career of the cash league last year he traveled around the circuit and made considerable money. His local friends believe that Kanaska will get along all right across the pond and admire his pluck in going to a strange country with scarcely enough to buy his meals. Kanaska hopes to be engaged by some firm if he is successful in his tour.

"Paul Jones," the Boston *Globe* world trotter, who, on February 12, started out from Boston on a wager of \$5,000 that he could travel around the world in a year, without begging or accepting any gifts, but working and paying for everything he got, and earning \$5,000 besides, was in the city for several days this week and while here bought or was given a bicycle. Jones, it is understood, is receiving a salary from the company for advertising the wheel and will carry it around the world. He says that when he comes in countries where the facilities for traveling are poor, he does not intend to be delayed, but will push ahead on his wheel. There is little doubt that Jones will win his bet. He contemplates earning the \$5,000 in this country and then traveling through the uncivilized countries of Asia as fast as possible. He will make short stops in Europe and earn all the money he can.

Recently a wheel belonging to the Rev. C. A. Payne, of Berlin, who is an enthusiastic bicyclist, was stolen from him. The police here have recovered the stolen bicycle from a man near Waupun, to whom Raymond Hamilton, the professional bicycle thief, sold it for \$12.

A. M. Chandler, of Waupaca, is fast coming into prominence as a rider in this state and has entered all the races he can get into. The list of prizes that he has won this summer is a fine and valuable one. At the Marshfield races the other day he won all the events he entered. They were the half-mile open in 1:20; the quarter-mile open in 43¾; the one-mile open in 2:32½, and the two-mile handicap, in which he was scratch, in 5:09.

The Columbus-Fall River road race, which was run last Wednesday under the auspices of the Columbus club, was won by Edward Litch. F. A. Campbell won the first time prize in 31:40. The course was nine and a half miles.

The road race of the Nineteenth Century Club, which was run over the Mukwonago course last week, was won by Edward Klatt, a limit man. The time prize was won by Anton Stoltz in 18:01. The course was about five miles.

Entries for the Silver Spring road race, which will be run on October 6, are fast being made by local riders. The race will start at the corner of Green Bay avenue and Davis street. The course is up the Port Washington road to Silver Springs, west to the Green Bay road and south to the starting point, a distance of nine miles. There is not a hill over the entire course, and the roads are in splendid condition. A valuable list of prizes has been hung up.

The Arrow club, of Janesville, is arranging to hold a race meet sometime next month. Merchants have subscribed \$300 in prizes.

The race meet of the Milwaukee Wheelmen, which was to have been held last Saturday, was postponed for one week on account of rain.

#### SOME TOUGH EXPERIENCES.

LOUISVILLE, KY., Sept. 25.—The utility of the bicycle was illustrated last Tuesday by the *Courier-Journal* in collecting election returns. On that day a Democratic primary was held in the fifth congressional district or Jefferson County for the nomination of a congressman, county and city officers. Ed Meglemry, a salesman with G. M. Allison & Co., was intrusted with the details and chose twenty of the best local riders for the service. On Tuesday morning, at the time the wheelmen were to report for duty, it was raining in torrents, as it had done for three or four days prior. The prospects ahead of the project were not at all flattering, but not one of them faltered. A rider was allotted for every road leading into the city with instructions to go to the end of his road and there await the closing of the polls. On the way out a blank was left at each voting place with a request to the officers to fill it out and if the messenger did not get back before the officers left, the blank was to be left at some place agreed upon. The roads were in a horrible shape as only Kentucky roads can get, especially after a three days' rain, which was then falling and continued to fall until noon. There seemed to be no bottom to the mud and the boys and their wheels were horrible looking sights when they returned from the trip. Some of the routes were over common dirt roads and in some places on the way it was a case of walk, as no one could pedal a wheel through the mud. In other cases it was almost a case of swim on account of the water. One of the boys had to reach a place off from the regular road and had the choice of riding ten miles over a mud road or to cross a field. He decided to take the field, and shouldering his wheel started to cross a cornfield; he got across, but only after

#### Floundering Around in Mud

up to his knees.

This experience was the worst of the seven who went out. J. C. Scott had the longest ride, his distance traveled being eighty miles, while J. C. White covered seventy-five miles. In former times the results were carried to the nearest telegraph office, or telephone, or if none was convenient, the returns were brought in the next day and the result was not known until 11 a. m. or 12 m. This time a copy of the official tally as made by the officers was in the newspaper office at 10:15 p. m. on the same day, a gain of 12 hours, besides having the official returns days before the votes were tallied.

In the city thirteen wheelmen were distributed on the same plan as in the county. Each rider had his proportion of the 114 voting precincts assigned to him. The blanks were left during the day, and collected after the close. One hundred and ten of the precincts were gathered and returned to the office by 7:15 p. m. The four precincts not reported was caused by incompetent election officers. The telephone was not considered at all in the city, on account of the many errors made in calling figures. The result of the use of bicycles was that the *Courier-Journal* had reports from 110 precincts by 7:15, while its slower rival, relying on the old-fashioned method, was hours behind, and with unofficial figures that do not tally with the official figures.

With dry weather and good roads the showing would have been a great deal better, and it is safe to say that no other means than riders on bicycles will ever be used by the *Courier-Journal*, and the innovation will be used by its rival after the plan has been tried several more times. On all sides has been heard the remark from non wheelmen that they had always thought that a bicycle was worthless in rain and mud, but after this performance, it looked as if the uses of the bicycle depended entirely upon the user or rider.

#### Nashville Races.

The Louisville boys who went down to Nashville last week fared very badly as far as prizes were concerned. In the road race H. A. Caperton won a bunch of bananas, and in the track races Owen S. Kimble won a gold-headed umbrella. The road over which the race was held is a very hilly one, and the surface is very sandy. To those not accustomed to such circumstances it is almost like riding a fifty-pound, solid-tired wheel against another man on a twenty-pound pneumatic-tired wheel. The conveniences for the benefit of the wheelmen could not be excelled, and the management was showered with the congratulations of every one. In a large field were large tents, with two or more attendants to each, and whose services were at the disposal of the contestants. Each one of the agencies had a repair man present to attend to all wheels free of charge. The races were free from accidents. The seventh man to finish collided with a spectator, and was thrown from his wheel without injury, and being unable to mount his wheel in the crowd, ran the balance of the way, and by so doing gained the third time prize.

The new cycling paper mentioned last week will be named the *South-ern Cycler*, and will be backed by ample capital, as several other well-known business men have become interested since the first announcement. The similarity of the names of the two papers will cause a great deal of confusion. The owner of the *Cycling South* has been after G. E. Johnson's services for editorial contributor, but Mr. Johnson states in his paper that it will be offered to W. W. Watts. If this is correct it is very likely that the contest for supremacy will be a very interesting one, and one that will furnish considerable interesting matter for the other papers.

Ernie Johnson is playing in hard luck this season. Before reaching Springfield he had five bad falls, having just recovered from a fall which had threatened to retire him from the track for the season. The first race he rode in at the diamond meet he fell and will now have to go home for a rest.



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## AMONG THE ORIOLES.

**Sanger, MacDonald, and Barnett, Winners of Class B Events at Baltimore—Death of Bald's Father.**

BALTIMORE, Md., Sept. 25.—Nearly all the crack racing men were present at the races today, but all wore dark and gloomy faces as they came to the tape. There was not the joking and laughing usually indulged in, for these men are all close friends of the track. Eddie Bald, one of the leading lights of the circuit, had been suddenly called home to the deathbed of a father who died today, and whom he worshiped as only a good and dutiful son can worship. The news cast a shadow over the men.

The day was cool and bracing, the sun shone bright. It was a Bald day. On just such a day Bald has won repeatedly this season, and no doubt would have added to his laurels today. There were thirty-three Class B entries, and Springfield had but five more. Denver was out with the same number. It was a representative gathering of

### The Very Cream of American Racing Talent.

Six pretty races were run, with a number of pretty heats. In the half-mile open, L. D. Cabanne was the winner, so it looked, by six to nine inches. MacDonald was given the decision, and there was a protest, which was not allowed. With so many pretty finishes the crowd was very chilly and hard to arouse. It needed a band to make the people merry. The day's sport was one of the finest of the season. In his trial at the mile record for a quarter-mile track, Titus did 2:11. Harry Tyler holds the record at 2:03 $\frac{3}{4}$ , made at Pittsburg last Monday. Titus was paced by L. C. Johnson, Brandt, Barnett, and Cabanne, and was poorly picked up by Barnett and Cabanne, who ran away from him.

The races in detail: For the first heat of the half-mile handicap, Class B, "Dute" Cabanne and J. Pye Bliss were on scratch, with Barnett at 25 yards the nearest man. It was a great race. At the close of the quarter the field had closed up and Bliss made a great run for the front. He slowed down on the turn, his pedals striking the ground, and Cabanne started up by the field with a great sprint. Cabanne was second, rounding into the stretch and came strong, beating out "Jack" White by part of a length, with Dr. Brown, little Mulliken and Goehler close up. The time was 1:04 $\frac{1}{2}$ .

### The Second Heat Was a Hummer

also, MacDonald going from fifteen yards into winning position on the stretch, L. C. Johnson, 30 yards, Brandt, 60 yards, Ganse, 70 yards, and Lumsden, 25 yards, all in a bunch, shoving each other side by side. MacDonald's time was 1:03 from 15 yards. With such a field, the final was one of the prettiest handicaps of the year. All who qualified started. Cabanne was alone on scratch. He quickly closed with MacDonald, who was passing up by the bunch in great style. MacDonald rounded beautifully into the straight and Cabanne came in third. Down the straight MacDonald worked like a Trojan and was only passed by Cabanne in an exciting contest at the tape. Cabanne won a great race by six inches, L. C. Johnson running wide in third position, Brandt fourth, and Brown fifth. The time was 1:03 $\frac{3}{4}$ . Brandt protested MacDonald for fouling him on the last turn.

The mile open was run in two heats and a final. The first heat was a loaf from the outset. Mulliken fouled Goehler in the second lap and the two fell. Barnett

### Jumped on the Last Lap

and on the turn Brown ran Cabanne wide. Barnett won by a length, Brown and Cabanne a close second and third. The time was 2:59. The second heat was a hot race on the last lap when Coulter jumped away for a lead of two lengths. Sanger did not wake up until the last lap when he came finely. Coulter was strong and won by a half length, Titus wide but up on Sanger's wheel. L. C. Johnson on the pole and fourth. The time was 2:42 $\frac{3}{4}$ . Bliss was not a starter, evidently feeling himself out of form after his ride in the half-mile handicap. Murphy was to pace a first half in the final, drop out, and Titus was to jump and sprint the entire last half. Sanger was "on" and the game did not work. The men rode three laps in this order: Coulter, Sanger, Titus, Brown, Cabanne, and Barnett. At the bell the field bunched suddenly and Barnett shot out, Coulter following closely, Sanger third. Sanger followed Coulter, and Cabanne came up grandly and caught Sanger's rear, but was crowded off by Coulter. The three nearly collided in a mighty struggle and shut out Titus. Sanger won, a foot ahead of Cabanne, Coulter six inches back of Cabanne in third place, Titus close back and Brown back of him. The time was 2:20.

The two-mile handicap, Class A, was also in two heats and final. W. F. Sims was scratch in the first heat. After

### Riding Finely for a Mile

he reached a position where qualification was a certainty. W. L. Eckhardt (120), C. Spencer (160), and Ostendorf (120), were leading and won in the order named by half a lap. Sims, with a smile on his face, played horse with the back markers, sprinting away and falling back to finally take fourth with ease, C. B. Jack fifth. The time was 4:54 $\frac{3}{4}$ . For the second heat G. Fitzsimmons, of Greensboro, was scratch, "Old Man" Blauvelt, the New Yorker, not appearing. The "tarheel" was allowed to catch the field, the Carr brothers refusing to pace. In the finish H. H. Carr, Jr., 80 yards, won by a half length from J. A. Gebhart, 40 yards, W. W. Carr, 90 yards, an easy third. Fitzsimmons fourth and L. A. Herpel, 200 yards, fifth. The "tarheel" did not start in the final, Sims going alone from scratch. In a mile and a quarter he had caught his field and there was a loaf. On the sixth lap all but three men fell in a bunch, the Carr brothers and Spencer

going down, Spencer going over Will Carr's back. Carr was carried from the track. On the final lap Sims made a runaway and beat C. B. Jack two lengths. Eckhardt going into third. Sims

### Rode His First Mile in 2:17

and won the race in 5:16 $\frac{3}{4}$ .

For the two-mile handicap, scheduled for two heats, Bliss, Titus, Sanger, and Cabanne came out when told it was to be one heat. When it was finally decided to make it two heats, Sanger and Bliss retired to their dressing-rooms as they did not care to run twice in so long a race. Titus agreed not to start under the same conditions but did. The field was not a large one and should have been one heat as only seven started in the second heat. Titus and Cabanne alone remained to ride scratch in the first heat and Titus went away from Cabanne in the first mile and a half and drew into the field. He worked up and rode second to Tom Cooper, who was leading. When the bell rang Jack White jumped out followed by Barnett. The latter

### Went Out for a Long Lead and Won.

Titus, Cooper, White, and Goehler running in the order named, close up. The time was 4:43. In the second heat seven started and two dropping out, all qualified, O. S. Brandt, 200 yards, and C. E. Ganse, 225 yards, ran in away ahead and L. C. Johnson, 100 yards, Coulter, 75 yards, and Githens, 90 yards, the latter virtual scratch, in the order named. The time was 4:44.

Titus did not start in the final, Githens at 90 yards, was virtually scratch. Githens caught Cooper, Coulter, Barnett, and Goehler, the five making warm going. White, Ganse, Brandt, and L. C. Johnson were the leaders. Githens carried the rear men up at a mile and had the field safely collared. Cooper led at a mile and a half, the field loafing, with Githens at the center. Cooper was leading at the bell, when Barnett came from the rear, and with a jump gained several lengths, Cooper got out after him, but was not strong enough. Barnett won by a length, Brandt shoving up in front of Cooper's wheel and Ganse rubbing him so tight the two nearly came down. Githens was sixth. Time, 4:50 $\frac{3}{4}$ .

### Summaries:

One-mile novice.—L. P. Herpel, Baltimore, first; T. E. Jacobs, Baltimore, second; W. W. Sharretts, third. Time, 2:37 $\frac{1}{2}$ .

Half-mile handicap, Class B.—Ray MacDonald, 15 yards, first; L. D. Cabanne, scratch, second; L. C. Johnson, third. Time, 1:03 $\frac{3}{4}$ .

One-mile open, Class A.—W. F. Sims, Washington, first; C. B. Jack, Reading, second; R. P. McCurdy, third. Time, 2:25.

One-mile open, Class B.—W. C. Sanger, first; L. D. Cabanne, second; C. R. Coulter, third. Time, 2:20.

Two-mile handicap, Class A.—W. F. Sims, scratch, first; C. B. Jack, Reading, 25 yards, second; W. L. Eckhardt, Baltimore, 120 yards, third. Time, 5:16 $\frac{3}{4}$ .

Two-mile handicap, Class B.—A. H. Barnett, 75 yards, first; Tom Cooper, 80 yards, second; O. S. Brandt, 200 yards, third. Time, 4:50 $\frac{3}{4}$ .

## THE SECOND DAY.

BALTIMORE, MD., Sept. 26.—The second day's meet was a "frost." The day was icy cold and a sharp wind froze the blood of racing men and spectators alike. Of the latter there were but 300, one-third less than yesterday. Counter-attractions and the chilly day spoiled the attendance. Five pretty races were put up, a great day's sport. MacDonald had his day again and won both the half-mile and mile open events, Ganse taking the three-mile handicap from a long mark. Sanger competed in both the open events, the cold weather seeming to freeze him up. All the racing men wore long tights, improvised hastily, and sweaters and presented a north pole appearance. There were no falls and but one disagreeable incident.

Yesterday's race, in which MacDonald gained an unjust decision over Cabanne, placed the Cleveland team on their mettle and today they came back at MacDonald, snatching the mile open away by a protest that MacDonald

### Cut Down the Banking

across the front of Brown, who ran second. As the umpire saw it done, Brown took the race and Cabanne and Sanger advanced one. Then MacDonald did kick, but it availed him nothing, as was the case with Cabanne yesterday. A. C. Willison was referee.

W. F. Sims was paced a mile in poor style and did 2:12. It is learned today that Eddie Bald will race no more this year, but will go for records in the south in December.

The men came out for the first heat of the half-mile open clad all in tights and made the body warm if the race was not. Cooper took the lead at the outset, Bliss following, Cabanne ran up for position and Barnett shot out for the lead. Cabanne took it from Bliss and won a pretty contest. Bliss was second, and Taxis ran in ahead of Barnett by good sprinting. The time was 1:14 $\frac{3}{4}$ .

Sanger fell to the back at the start of the second heat, and at the quarter ran around the outside, and

### At the Turn Secured the Pole.

MacDonald passed by into the lead, and big Sanger followed the midget over the tape. Dr. Brown was coming finely around the bank when L. C. Johnson, his team mate, flew wide and quit, shutting Brown out. Lumsden was a close third. The time was 1:17 $\frac{3}{4}$ .

This placed all good men in the final, Cabanne, Ray MacDonald, Bliss, Sanger, Taxis, and Lumsden lining up in the order named from the pole. A time limit of 1:15 was placed, and Barnett was up to pace. This was hot from the start, Barnett hitting a great clip. In the first shuffle Bliss crowded Cabanne and MacDonald back and secured the pacemaker's rear, Cabanne, Taxis, and MacDonald following, with Sanger last. On the backstretch of the last lap Cabanne made a move, but MacDonald was first away. Cabanne



took the challenge, but was unable to get up. Bliss ran in third, Taxis fourth, Sanger fifth. Lumsden quit to match dollars at the dressing-room. The time was 1:05%. The boys said it was like riding through the Artic regions barelegged in the atmosphere of yesterday at that speed.

The final of the mile handicap, Class A, was a great contest and the crowd

#### Came From the Ice Box to Cheer.

Sims jumped from the outset, his front wheel leaping from the ground with his great shove. Spencer, 125 yards, and W. S. Carr, 150 yards, were away out in front and going strong. Sims caught the bunch in a quarter; Spencer and Carr still maintaining a long lead. Then Sims went out and took up twenty yards on the last quarter, Leatherbury making a last game effort on the stretch. Sims was strong and won by a length, Leatherbury second, McCurdy third. Time, 2:25.

The first heat of the mile open was awful chilly. The men loafed and froze, but made it warm on the last lap. They carried on a conversation. Bliss, Cabanne, Brown, Mulliken, was the order on the last lap, when Brown jumped, Cabanne and Bliss following over the tape in 3:11; Sanger started in the second heat, MacDonald took the pace, giving way to Coulter. Sanger led the last lap. MacDonald challenged and coming round the outside won by six inches, Sanger second, L. C. Johnson third. Time, 2:43%.

A time limit of 2:20 was placed on the final. Barnett paced two laps, Murphy picking up for the third. Dr. Brown, MacDonald, Bliss, Cabanne, and L. C. Johnson followed in the order named. At the bell the order was the same. MacDonald jumped, pulling Bliss up. Brown ran up and Bliss was run wide. This

#### Threw Sanger Wide on the Bank

and he ran only fifth, Cabanne was just ahead. MacDonald won a pretty race by a length from Brown, Cabanne a length back, six inches ahead of Sanger; L. C. Johnson fifth, Bliss sitting up. The time was 2:18%. MacDonald was disqualified for fouling on the last bank; Brown protested MacDonald and was given the race.

The three-mile handicap, Class A, was run one heat, but eleven men starting, Sims on scratch. At two miles Sims sprinted freely and caught the bunch. Curtis, a gray-haired man, was overhandicapped and made a game fight for last, the field running away at first. Loud applause and more enthusiasm than was aroused in any other race. Curtis was spurred to mighty deeds and finally caught the field amid wild cheering. He gained the lead. The crowd again cheered wildly. Curtis led by a yard at two miles and a half. At the bell lap every man of the ten passed Curtis, who ran last. Sims came through the bunch and won. Leatherbury ran second, but was disqualified for looking back. This gave M. H. Laib second. T. W. Cole ran fourth, but was also disqualified for the same reason. C. B. Jacks was fifth, but receives third prize. The time was 8:11%.

Fred Titus was not well last night, his liver being affected. He was not intending to start today, but started scratch in the three-mile handicap. Knapp, of Baltimore, had limit, 400 yards. Titus had a long lead to make up on Barnett, who went like a pistol shot from 90 yards, soon leading the bunch. At the mile Mulliken led the front bunch of five, and Githens the back bunch, 200 yards back, Titus quitting. Barnett jumped the back bunch and Ganse ran away from the long mark-men. Goehler took the back bunch but did not close up very much. Ganse, Mulliken, and another were in the front bunch. Brandt pulled the back bunch, and the distance between the two bunches was lessened. Githens went finally at two and a half miles and Coulter, who had helped set none of the pace, jumped out and ran for the bunch. But it was too late, Ganse ran for the race and won by a length from Mulliken, Jack White third; Coulter was but two lengths back. L. C. Johnson fifth. The time was 7:16. Coulter's time was 7:17 from 100 yards.

#### Summaries:

Half-mile open, Class B.—Ray MacDonald, first; L. D. Cabanne, second; J. P. Bliss, third. Time, 1:05%.

One-mile handicap, Class A.—W. F. Sims, Washington, scratch, first; Claude E. Leatherbury, Baltimore, 75 yards, second; R. P. McCurdy, Philadelphia, 50 yards, third. Time, 2:25.

Three-mile handicap, Class A.—W. F. Sims, Washington, scratch, first; M. H. Laib, Baltimore, 225 yards, second; C. B. Jack, Reading, 40 yards, third. Time, 8:11%. C. E. Leatherbury, Baltimore, crossed the tape second, but was disqualified for looking back during the race, in violation of the referee's orders.

One-mile open, Class B.—Dr. A. I. Brown, Cleveland, first; L. D. Cabanne, Cleveland, second; W. C. Sanger, Milwaukee, third. Time, 2:18%. Ray MacDonald came across the tape first, but was disqualified for foul riding.

Three-mile handicap, Class B.—C. E. Ganse, Washington, 325 yards, first; W. H. Mulliken, Baltimore, 300 yards, second; J. M. White, Baltimore, 300 yards, third. Time, 7:16.

#### Society on Wheels.

Newport, R. I., has gone crazy over cycling. William and Cornelius Vanderbilt, J. J. Van Allen, the Coats, Gammells, and many other New York society families have taken up cycling, and are carrying the sport to extremes. The local agents have their hands full to keep up with this trade. When a purchase is made, enough wheels are bought for the entire family. Mr. Van Allen recently held a cycle party, which was decidedly novel. The wheels were gayly trimmed, and in readiness for the guests who mounted them in evening dress and rode to the end of Bellvue avenue, where they dismounted, leaving the wheels in charge of servants. They then returned to the Van Allen residence in private carriages. The affair was decidedly amusing to the onlookers, who crowded the street in all directions. It was probably the first time the representative society of the country ever appeared in public a wheel.

#### NASHVILLE'S BIG MEET.

NASHVILLE, TENN., Sept. 20.—The ten-mile road race, the opening event of the Nashville Athletic Club meet, took place today. There were forty-eight entries. The first three men to cross the line were: D. A. Coffey, W. T. Watson, and Charles Woodward. Woodward won the first time prize, making the distance in 29:15. W. S. Thompson, of Nashville, won the second time medal, time 29:45; W. S. Pearson, of Nashville, was awarded the third medal, time 30:00.

NASHVILLE, TENN., Sept. 21.—The races here today were stubbornly contested and the fields in a majority of the events were large. W. F. Anderson, a rider of some note, was crowded into the fence in the half-mile handicap and had his collar-bone broken.

#### Summaries:

One-mile novice.—W. S. Thompson, Nashville, first; G. M. Hooper, Springfield, second; D. A. Coffey, Nashville, third. Time, 2:34%.

Half-mile handicap.—G. M. Hooper, Springfield, first; C. Talbot, Chattanooga, second; Ross Gill, Nashville, third. Time, 1:07%.

Quarter-mile scratch.—E. Warren, Birmingham, Ala., first; G. M. Hooper, Springfield, Tenn., second; W. M. Bunting, Florence, Ala., third. Time, :35.

One-mile scratch, N. A. C. championship.—W. S. Pearson, first; J. S. Roller, second; A. W. Clark, third. Time, 2:44%.

Two-mile handicap.—G. E. Quinn, Chattanooga, first; J. P. Fleck, Birmingham, second; L. B. Graham, Chattanooga, third. Time, 4:57%.

One-mile scratch.—G. E. Quinn, Chattanooga, first; E. Warren, Birmingham, second; O. S. Kimball, Louisville, third. Time, 3:01%.

One-mile handicap.—G. E. Quinn, Chattanooga, first; K. Spear, Atlanta, second; J. P. Fleck, Birmingham, third. Time, 2:24.

Five-mile handicap.—G. E. Quinn, Chattanooga, first; J. P. Fleck, Birmingham, second; K. Spear, Atlanta, third. Time, 12:52%.

#### EVERYTHING SMITH'S.

OSWEGO, N. Y., Sept. 20.—A drizzling rain darkened the prospects of fast time at the races held here this afternoon. Despite the weather the attendance was large—about five thousand. The non-appearance of Frank J. Jenny was the cause of much disappointment, on account of the interest centered upon his meeting with Smith, the Class A crack. Fred W. Fisher was not riding in his usual form, Smith beating him out in several events. B. Thompson, the crack novice, was injured soon after the start but pluckily held out till the finish.

#### Summaries:

One-mile novice.—Jas. W. Taylor, first; Chas. Scoville, Syracuse, second. Time, 2:47. Half-mile open.—A. Pendergast, Syracuse, first; E. Smith, second; J. F. Barry, Syracuse, third. Time, 1:15%.

One-mile tandem.—Pendergast and Barry, first; Huges and Bex, second; Perrett and Humes, third. Time, 2:58%.

Five-mile handicap.—Steve Humes, 420 yards, first; A. F. Senn, Whitesboro, 400 yards, second; E. Farrell, O. C. C., 450 yards, third. E. Smith, 50 yards, won time prize in 13:29.

#### Second Day.

OSWEGO, N. Y., Sept. 21.—A large crowd attended the races today. The weather was fine, and the track was in good condition for fast time. Emmett Smith distinguished himself by taking three first prizes. The feature was the riding of Smith in the handicap events.

#### Summaries:

One-mile, O. C. C.—Emmett Smith, first; J. C. Perrett, second; E. Farrell, third. Time, 2:46.

One-mile, Oswego County handicap.—E. Smith, scratch, first; Steve Humes, 60 yards, second; W. L. Wallace, 75 yards, third. Time, 2:22.

Two-mile, Oswego County handicap.—Emmett Smith, scratch, first; J. C. Perrett, 75 yards, second; Steve Humes, 90 yards, third. Time, 5:05%.

#### Smith Again Scores.

AUBURN, N. Y., Sept. 22.—More than two thousand five hundred people saw the race meet of the Auburn Athletic Association today. The road race was the sensational feature. The course will be surveyed. Barnes, the winner of the half-mile handicap, is only fourteen years old. All races were class A events.

#### Summaries:

Five-mile handicap road race.—Frank S. Jacques, Auburn, first; Eddie Barnes, Auburn, second; Fred W. Fisher, Syracuse, third; G. W. Severson, Auburn, fourth. Fisher won the time prize in 12:19.

One-mile novice.—Maro W. Carr, Auburn, first; D. L. Sullivan, Auburn, second; Frank J. Manning, Auburn, third. Time, 2:44%.

Quarter-mile open.—Emmett Smith, Oswego, first; William H. Birdsall, Auburn, second; Fred W. Fisher, Syracuse, third. Time, :36%.

Half-mile handicap.—Eddie Barnes, Auburn, 50 yards, first; J. H. Dickinson, Syracuse, 60 yards, second; W. J. McGraw, Auburn, 70 yards, third. Time, 1:09%.

One-mile open.—A time limit of 2:30 was placed on this race, and it was run three times in 2:50%, 2:46%, and 2:37%, respectively. Therefore they declared it no race.

One-mile handicap for county riders.—F. S. Johnston, Auburn, 50 yards, first; C. H. Cramer, Meridian, 85 yards, second; F. L. Brannick, Auburn, 80 yards third. Time, 2:31.

Half-mile open.—Fred W. Fisher, Syracuse, first; Emmett Smith, Oswego, second; J. Fred Barry, Syracuse, third. Time, 1:15.

One-mile handicap.—W. F. McGraw, Auburn, 130 yards, first; J. H. Dickinson, Syracuse, 110 yards, second; A. F. Senn, Whitesboro, 80 yards, third; Frank S. Jacques, Auburn, 60 yards, fourth. Time, 2:26%.

#### New American 24-Hour Record.

WASHINGTON, D. C., Sept. 23.—J. J. Fister, of the Georgetown Cycle Club, made a new American record for 24-hour road riding this evening at 6 o'clock, having ridden a distance of 331¼ miles, which is eleven miles more than the previous record. The run was made on a portion of the conduit road. Fister rode a Sterling.

Houben, who beat Zimmerman in Brussels, will run a heat race against a tandem team December 16 for 3 miles 188 yards.



MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

# 24

## WORLD'S RECORDS!

MORGAN & WRIGHT TIRES ARE GOOD TIRES.

1—J. S. JOHNSON,	1-2 MILE FLYING START AGAINST TIME	-	:53 1-5
2—J. S. JOHNSON,	2-3 " " "	-	1:11 4-5
3—J. S. JOHNSON,	3-4 " " "	-	1:22 4-5
4—H. C. TYLER,	2-3 " STANDING START	-	1:19 1-5
5—H. C. TYLER,	3-4 " " "	-	1:29
6—H. C. TYLER,	1 " " "	-	1:57 3-5
7—NAT BUTLER,	2 " " "	-	4:04 4-5
8—J. S. JOHNSON,	3 " " "	-	6:26 3-5
9—J. S. JOHNSON,	4 " " "	-	8:38 3-5
10—J. S. JOHNSON,	5 " " "	-	10:48 4-5
11—H. C. TYLER,	1-4 " FLYING START UNPACED	-	:26 3-5
12—H. C. TYLER,	1-2 " " "	-	:54 1-5
13—H. C. TYLER,	3-4 " " "	-	1:32 2-5
14—H. C. TYLER,	1 " ON 1-4 MILE TRACK PACED	-	2:03 1-5
15—NAT BUTLER, "A" 1 1-4	" STANDING START AGAINST TIME	-	2:36
16—NAT BUTLER, "A" 1 1-3	" " "	-	2:45 2-5
17—NAT BUTLER, "A" 1 1-2	" " "	-	3:05 2-5
18—NAT BUTLER, "A" 1 2-3	" " "	-	3:26 2-5
19—NAT BUTLER, "A" 1 3-4	" " "	-	3:36 4-5
20—NAT BUTLER, "A" 2	" " "	-	4:07 2-5
21—H. DAVIDSON, "A" 1-4	" STANDING START UNPACED	-	:28 1-5
22—H. DAVIDSON, "A" 1-2	" " AGAINST TIME	-	:55 3-5
23—MAYO & SAUNDERS 1-3	" TANDEM UNPACED	-	:35 4-5
24—NAT BUTLER, 15	" ON THE ROAD	-	41:25 1-2

MORGAN & WRIGHT,  
CHICAGO.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES



## NEW YORK NEWS NOTES.

NEW YORK, Sept. 24.—The Danbury Agricultural Society, of Danbury, Conn., will devote October 2 to bicycle racing and Messrs. Ives and Porter, who comprise the race committee, have gotten up a splendid programme. The prizes which aggregate \$1,000 are said to be the real things, and above all, not inflated in value. The Danbury Fair is generally the swellest thing of the kind held in the New England states, and lasts from October 1 to October 6. The usual attendance is in the neighborhood of fifty thousand persons.

President Chas. H. Luscomb wishes to correct the misunderstanding which was caused by his treatment of the Louisville gentleman named Landenwich. The latter presented himself with a letter of introduction at the Labor Day races of the Press Cycling Club, of Boston, but Mr. Luscomb was extremely busy refereeing the contests. Taking time he ran over to where Mr. Landenwich stood behind the fence and shaking hands with him, Luscomb remarked that he was awful busy, was glad to meet him, sorry they could not enjoy a drink together, but that he would see him later when he would be pleased to entertain him to the best of his ability. Then speaking again of the rush in which he was, he excused himself and returned to his position as referee. Mr. Landenwich is a Kentuckian and at once decided that the L. A. W. president was a frost, simply because he had not neglected his duties as referee. Generally, a native of the grandest state in the Union is possessed of common sense, flavored to be sure with hot-headedness, but the common-sense part of his make-up usually allows him to gauge his impressions until he is pretty near right. Landenwich seems to be different, inasmuch as the offense which he took at Mr. Luscomb's action was like a small boy who grows angry at a playmate not doing exactly as is asked of him. Whereas, Mr. Luscomb wishes to announce that he did not even know that Landenwich was "mad" until it reached his ears last week. The president does not wish to apologize, for that is uncalled for, but he does regret that such sensitive people are ever allowed to leave their homes and mingle with men whose every thought is "duty first, drinks afterward."

### For Good Roads.

Mr. Luscomb has issued the following circular which he is sending to the chief consuls of each state where political actions are being taken this election:

The League of American Wheelmen is bound to secure better roads, and you, as a wheelman, are expected to assist at the polls. The work must be largely done in the primaries, and whatever your politics may be, you must see to it that the good roads interest is well looked after.

Attend your primaries.

Don't vote for a candidate opposed to good roads.

Your Assembly nominees must favor an increased appropriation.

Work up a quiet interest among your friends to attend primaries; find out how the candidates stand, and vote for good roads candidates only. If the people's representatives in the Legislature refuse to support good roads measures, see that they are left at home and given a chance to educate themselves as to the necessity for highway improvement. A county meeting will be held in each county. Attend and bring your friends. Get your club to come in a body. Ask every wheelman to come and bring all interested in good roads. It will be non-partisan, and good speakers will be in attendance.

By order of National Executive Committee, L. A. W.

CHARLES H. LUSCOMB, *President.*

In New Jersey alone there will be 15,000 of these circulars distributed by Chief Consul James S. Holmes, Jr., who has also sent out the following circular to the various local consuls in the state:

### Department of Political Action for Good Roads:

ORANGE, N. J., Sept. 20, 1894.

*Dear Sir:* It has been deemed advisable, inasmuch as there are upward of thirty-six thousand voting wheelmen in New Jersey, that they should use their influence toward better roads in our state.

The League of American Wheelmen has spent thousands of dollars to educate the farmer and lawmaker, and now we all know that we want good roads; but politics is somewhat in our way of securing them. The state of New Jersey appropriates each year \$75,000 for the laying of stone roads, and we know that this will not satisfy even our smallest county; therefore, you are asked to write at once and co-operate with our chief in your county, and to at once begin work among your people to this end, viz:

Arrange for the holding, as soon as possible, of a good roads' convention, under the name of the League of American Wheelmen. It must be non-partisan, and invite speakers from the county interested in road improvement, and also have some prominent wheelmen speak. Then, as far as possible, appoint a Democratic and a Republican wheelman from each district, who will see that the wheelmen turn out in force at the primaries and vote only to nominate such men for public office as are known to be in favor of good roads.

At the Assembly convention vote only for such men as are in favor of an increased state appropriation of, say \$200,000. See that the nominees for Freeholder favor good roads.

Now, this is a golden opportunity, and you must do this for your sake, for the state's sake, and for the sake of the League of American Wheelmen. Keep me posted, and call on me for help at any time.

In a few days I will send you circulars to be distributed among the wheelmen of your county.

Yours very truly,

JAMES S. HOLMES, JR.,

*Chief Consul New Jersey Division League of American Wheelmen.*

From the two foregoing circulars it can be readily seen what kind of action is being taken hereabouts.

The run-off of the Albany Bicycle Club's race meet, which was so abruptly brought to a close on August 25, will be held on September 26, and gives every promise of success. On the date originally set a severe thunder

storm caused the races to cease immediately after the fifth event. On that occasion, out of seventy-four individual entries there were sixty-six men

### On the Grounds Ready to Ride.

The race committee has received notice that forty-three of the fifty-eight men who are entitled to ride in the unfinished races will be on hand, and with fair weather a grand second part will be enacted. All events are open only to Class A men. F. J. Jenny, the speedy Utica rider, will go an exhibition mile for a special prize, to try and break the Ridgefield track record of 2:17<sup>3</sup>/<sub>8</sub>.

The New Jersey division of the League of American Wheelmen has appointed the following nominating committee: Theodore F. Merseles, Jersey City, chairman; Frank L. Frieger, East Orange; A. D. King, Paterson, and H. J. Genung, Morristown. The committee will meet shortly and, in view of the fact that Mr. Holmes has decided not to run for the office of chief consul, they will in all probability nominate the following ticket: For chief consul, Robert Gentle, Elizabeth; for vice-consul, Richard R. Chiswell, of Paterson; for secretary-treasurer, George Murdock, of Newark.

According to Superintendent of Schools J. M. Greenwood, of Kansas City, Mo., the bicycle is supplanting the horse all through Iowa and Nebraska. Almost every farmer of note owns a wheel, which is claimed to give the greatest satisfaction over horseback riding in traveling. The country is remarkably level all through that section, which probably helps matters considerably.

Last Friday, at Oswego, the state bicycle races were run in conjunction with the county fair held there with the following results:

One-mile scratch.—Emmett Smith, Oswego, first; Joseph Parrott, Oswego, second; Edward Farrell, Oswego, third. Time, 2:46<sup>2</sup>/<sub>5</sub>.

One-mile handicap.—Emmett Smith, scratch, first; S. Humes, 60 yards, second. Time, 2:22.

Two-mile, Oswego County championship.—Emmett Smith, scratch, first; James Parrott, 100 yards, second; S. Humes, 150 yards, third. Time, 5:05<sup>3</sup>/<sub>8</sub>.

### During the Month of October

we may confidently look for the merriest kind of a war on the records at Waltham track. Tyler begins his onslaught this week, and Bliss will join the brigade shortly afterward. When Johnson, Bliss, Tyler, Sanger, and Titus begin their active record work, who knows but what 1:46 will be the mile mark before snow flies. To do this wonderful time it is but necessary to knock off fractional distances as follows: Quarter, :27; half, :53<sup>1</sup>/<sub>2</sub>; three-quarters, 1:20<sup>1</sup>/<sub>2</sub>, and mile in 1:46. This would make the first quarter, :29; whereas Johnson did :26<sup>3</sup>/<sub>8</sub> last Friday; second quarter, :26<sup>1</sup>/<sub>2</sub> (Johnny rode the second quarter of his two-thirds mile record in :25<sup>3</sup>/<sub>8</sub>); the third quarter in :27 and the last quarter in :25<sup>1</sup>/<sub>2</sub>. To be sure it's flying, but J. P. Bliss can do it—and under Dave Shaefer's training, he *will* do it this fall.

### Mark the Prophecy.

A stock company will be formed at Red Bank soon to build athletic grounds and a bicycle track in that city which will totally eclipse anything of the kind in that part of the state.

The Kings County Wheelmen held an important meeting last Thursday evening at their clubhouse on Bedford avenue. Various reports read proved the club to be in most satisfactory shape, and barring unforeseen events, the new clubhouse on Herkimer street will be taken possession of in a short time. F. R. Blauvelt was chosen to fill the unexpired term of R. W. Steves, as vice-president. President McLean presided at the meeting, during which the constitution and by-laws were changed so as to call for a board of governors, instead of the present trustees.

The New York Wheelmen will give a theatrical entertainment in Central Opera House on November 13, when "East Lynne" will be enacted by a competent company, after which dancing and supper will complete the evening's pleasure.

On Thanksgiving Day, the twenty-five mile Long Island interclub championship road race, will be run over the Jamaica course. The K. C. W.'s and all other clubs with any pretensions toward racing will have their strongest and fastest men in the contest, which will be

### A Really Interesting Struggle.

H. H. Wylie, the cross-country rider, will take the following course in his record-breaking trip from this city to Chicago: Poughkeepsie, Albany, Schenectady, Syracuse, Rochester, Buffalo, Erie, Cleveland, Bryan, Elyria, Kendalville, Goshen, South Bend, and Chicago. He left here feeling confident of breaking the existing record for the westward trip.

In the twenty-five-mile road race, October 6, over the Elizabeth-Rahway course, pacers will be used, and a new record surely made. The race is promoted by the New York *Recorder*, and two of the most prominent officials selected to date are C. E. Underhill, of the H. W.'s, who will act as one of the judges, while A. H. Chamberlain, of the Union County Roadsters, will send the men on their journey, officiating as starter.

The Williamsburg Turn Verein, of east New York, will hold a twenty-five-mile road race over the Merrick course, Long Island, on election day.

On Saturday, September 29, the Crescent Wheelmen, of Plainfield, N. J., will give their fall race meet on their third-mile oval track, and judging from the unusual amount of interest taken in it, the tournament will be a gigantic success. There are three events for Class B riders, and as many for Class A. All prizes are up to the limit, and above all, no inflated values will be found among them. C. E. Teel, of Plainfield, is the man who is responsible for the splendid programme and list of prizes. Teel is a genuine hustler, and is the most popular man in the pretty town of Plainfield.



## IN TAXIS' VILLAGE.

**The Good People of the City of Brotherly Love Turn Out to See Their Favorite Race.**

PHILADELPHIA, Sept. 22.—That old proverb about Philadelphia being slow does not hold good in ways bicyclic. Philadelphia can turn out more people to cycle races than any other large city in the country with the possible exception of Boston and Baltimore, and that to a track fully as far from the city as is Waltham track from Boston and not half so good. Tioga track has been roundly roasted by the bicycle riders for many moons. The city needs a new track. It was said today that steps were being taken toward securing the coveted prize. Cement surfacing, similar to Waltham, is to be used and the bankings raised. The contractors that laid Waltham track are residents of Philadelphia.

Today's races would seem to bear out the constantly reiterated assertion of Philadelphians, and Charley Dimon in particular, that Tioga track was perfectly safe. Severe rains for several days had thoroughly soaked the track, and as it was damp today this may have had something to do with its increased safety.

### Wheels Will not Slip

as readily on soggy gravel surface as on dry surfacing. Certain it is that Walter Sanger had never dared to ride on Tioga track as he did today. Sanger's great jump by which he won the mile-open race was one of the bright features today. Another feature was the great win of the mile, 2:20 class, by W. W. Taxis, the warm local favorite. Since his fall at Plainfield, in early June, Taxis has been wary about riding at a race meet where his mother was a spectator. He is always frightened for fear he may take another fall that would frighten her. Taxis has one mother in a hundred. Mrs. Taxis thinks Will is the only boy on earth and invariably attends the meets in the neighborhood of the city of Brotherly Love where Will is to race. Mrs. Taxis and Miss Taxis occupied front seats in the stand today. When Will won the mile, 2:20 class, the mother became excited. "That's my boy," said she, "and I have a right to become excited." And the grand stand thought so too, for

### Taxis Was Cheered to the Echo

as the George Hendee, of Philadelphia. And when, later, he ran a half mile in 59 seconds, paced by Dr. Brown and Harry Tyler, clipping 4% seconds off the track record, the crowd went home, perfectly satisfied with what they had seen.

Thousands swarmed over the track in the fast gathering darkness and it was some time before the track could be cleared for the running of the two handicap races, the mile Class A and mile Class B. The finish of the latter race was in darkness so dense that the men's numbers could not be distinguished. Silvie won, that was certain. Goehler was second. That seemed certain. But Helfert was awarded the place, although he fell on the backstretch and did not finish. But Goehler was second and four different men claim third. Brandt was on the pole lapping Goehler's wheel. Conn Baker ran wide of the pole, also lapping Goehler's wheel, and Githens was somewhere, as was Cabanne, the scratch man. Just who had the place no one seems to know, but the press men, from what they could see, placed Baker third, and Brandt and Cabanne fourth and fifth. Cabanne was the lone scratch man in the race and rode finely in both the heat and final,

### Taking Up His Field

in fine style, and showing his ability to ride from that mark as well as any. Helfert's fall confused him in the final, but he rode close up in a finish made in 2:17%, not at all bad in the dark.

Goehler rode well all through the day. It is the reputation that follows the Columbia team that once they take a man up faith is pinned in him, and win or lose, he is never dropped. Goehler has done little or nothing all season until very lately, when an awakening came. Lately he has shown a surprising sprint and has left the bunch on more than one occasion, gaining a long lead and losing only in a tight finish. His finish at Williamsport in the two-mile handicap, when he ran away, rather pulled away, 200 yards from the field, and his running a good third at Reading are bright examples of the way the man is coming up.

But one criticism can be made of today's meet—the programme was too long altogether, comprising as it did nineteen heats and eight finals and two time trials with an unpaced mile race in which four started.

The mile open, Class B, and mile handicap, Class B, should have been run as final events and one Class A race at least dropped. For the handicap

### Sanger and Tyler Both Came Out,

but when they found it was to be run in heats, in spite of the fast gathering darkness, neither cared to risk it. Tyler gives up all circuit work today and goes to Waltham for records, with Gardiner and Bainbridge, of Chicago, McDuffie and Conn Baker, tandem teams, as pacemakers. Gardiner rode today, but did not win prizes, although in several tight finishes. The lad was in strange company, but rode with a level head, always well to the front. Sanger's great jump and the Cannon Ball-d's great riding, with Harry Tyler's great unwinding sprint were new complications to Chicago's crack ex-Class A rider.

The races were advertised for 3:15. Excellent railroad accommodations were provided by the Pennsylvania and Reading roads, landing the thousands right at the gate. Three long trains waited till the races were over. The day was superb for cycle racing and every finish was a fine one

in both classes. The grand stands, bleachers and extra seats were all filled and a sea of faces completely surrounded the outside of the track for the complete third mile and over. No one but officials were allowed in the inclosure. Chairman Raymond was referee. It had been intended to adopt the new plan of.

### Placing Pacemakers in Each Heat

who should be allowed in the final whether qualifiers or no. But the severe rains had left bad spots in the backstretch, and as the finals would be increased in number of starters by the change it was thought advisable to give up the idea for safety. Pacemakers were placed in, however, and E. F. Miller did such good work in several heats that he was loudly cheered and smiled an acknowledgment after each. There were but one or two falls, and both were from careless riding. None were serious. During the afternoon J. Pye Bliss went a mile against the watch, prettily paced by the Rambler team, Cooper, Githens, and Lumsden. His mile in 2:08% is the fastest ever made on this track, and good considering the soggy nature of the surface.

The first event of the day was the third-mile open, Class B. In the first heat Bliss was shoved away in the lead. Tyler came up, and passing, was engaged by Coulter. Tyler drew away, and Bliss, Titus, and Brown followed him closely over the tape. Raymond MacDonald's shoes seemed full of lead, as he failed to qualify in the second heat, in which Cooper took the lead. Cabanne came up, and Bald

### Worked his Corkscrew Sprint

to such effect that he won a pretty contest, Cooper, Lumsden, and Cabanne qualifying as named. With these men up the final became interesting. Bald went away to the front. Tyler came up, and for a time there was warm going. Tyler gained the lead and held it down the straight, Bald coming up with his characteristic rush. Bald ran up on Tyler's rear wheel, and rising to avoid a collision, finished with his front wheel an inch from Tyler's rear wheel. Cooper, Titus, Cabanne, and Brown finished neck and neck, but inches apart. Bliss was back of them. This was his last race of the day, he being indisposed.

As a rebuke to the "loafers" in a heat of the mile open Class A, the whole grand stand turned in and whistled the Dead March. The men quickened pace perceptibly. Sims, the intercollegiate champion, won the race in his characteristic way, making ducks and drakes of the others in the last eighth.

Philadelphians were vitally interested in the mile, 2:20, Class B, for Taxis was out, and he carried all the local money. The bare announcement that Taxis would ride drew thousands to the race meet of June 23. In the first heat Goehler jumped for a good lead on the last lap. Brandt drew up, and as the two fought side by side down the stretch, Githens came up and squeezed between the two by a narrow margin, a good win. Silvie, Coulter, Cooper, and W. F. Murphy fought a side-by-side fight in the second, finishing inches apart and in an irregular line, as named. Three qualified, shutting Murphy out.

Then came Taxis' heat, and the crowd cheered.

### Taxis Was Out for That Race,

and the free and easy smile was replaced by a look of stern determination. Mulliken flew away for a long lead. Barnett went after him, and the field followed. Conn Baker passed the two, and Taxis came upon him with a rush.

Baker suddenly lunged toward Taxis. He had kicked a pedal off. Taxis had the heat won, Baker was second, and Helfert a close third. Miller paced the final heat, Cooper and Taxis alternating at his rear wheel. Cooper jumped on the last lap, leaving Miller away back. Taxis was after him, and down the straight the two fought a hard battle. Taxis would not down and Cooper is a game finisher. The crowd yelled lustily as their favorite pounded out a victory by a bare four inches. Helfert again running third.

For the mile open the diamonds as prizes ran at good figures, \$250, \$150, \$75, and \$25. Bald, Titus, and Cabanne ran prettily to a game finish in the first heat, and Sanger, Tyler, and Brown in the second, the latter a run to qualify only. A. Gardiner was shut out of the first heat by a narrow margin. Sanger had the pole in the final, Bald, Tyler, Titus, Cabanne, and Brown in the order as named, a representative field of American racing cracks. M. F. Carter and Mulliken each paced a lap, Brown, Tyler, Bald, Sanger, and Titus following on the pole, with Cabanne shifting uneasily on the outside. On the second lap Cabanne passed up and out by the pacemaker. At the turn Sanger went after Cabanne with a rush that left Titus, who had Sanger's rear wheel at the time, at a standstill, as it were. Sanger played the game for the first time this season. Bald took up the unequal battle with his accustomed vigor, and for a third mile made game battle. Sanger seemed to fear something from the rear for he never looked up nor smiled, crossing the tape a length ahead of Bald, who was just ahead of Tyler, Titus lapping the latter's rear wheel. The time was 2:17%. Sanger had evened up, to an extent, old scores.

### Summaries:

Third-mile open, Class B, final heat.—H. C. Tyler, first; E. C. Bald, second; T. W. Cooper, third; F. J. Titus, fourth; L. D. Cabanne, fifth; A. I. Brown, sixth. Time, 13:15.

One-mile, Class A, unpaced.—C. A. Church, first, 2:25; W. F. Sims, second, 2:26%; C. W. Krick, third, 2:27%. All standing start.

One-mile, 2:30, Class A, final heat.—C. W. Krick, first; C. A. Church, second; G. W. Coffin, third; C. A. Elliott, fourth. Time, 2:27.

One-mile open, Class A, final heat.—W. F. Sims, first; Monte Scott, second; C. B. Jack, third; B. B. Stevens, fourth. Time, 2:20%.

One-mile, 2:20, Class B, final heat.—Taxis, first; T. W. Cooper, second; W. J. Helfert, third. Time, 2:23.



One-mile, open, Class B, final heat.—W. C. Sanger, first; E. C. Bald, second; H. C. Tyler, third; F. J. Titus, fourth. Time, 2:17½.

One-mile handicap, Class A, final heat.—Johnson, first; Lagan, second; Elliott, third. Time, 2:16½.

One-mile handicap, Class B, final heat.—A. Silvie, 115 yards, first; A. B. Goehler, 65 yards, second; C. Baker, third; W. J. Helfert, fourth. Time, 2:21½.

### RACING BY ELECTRIC LIGHT.

PHILADELPHIA, PA., Sept. 26.—The Park Avenue Wheelmen's electric light meet at Riverton, N. J., tonight, was attended by 6,000 persons. The evening was all that could be desired, excepting that the weather was rather chilly. The track was well lighted by electric lights and gasoline lamps, but the riders were more or less timid, and didn't make very fast time. The feature was the riding of Taxis, who broke the track record for the half mile, covering the course in 1:05½. He was paced by H. Swank, and went the first quarter in :32½. Taxis was to have ridden a mile, paced by professionals, but one failed to appear, and he cut the distance in half. Taxis rode a great race. His pacemaker managed to keep ahead of him for nearly one lap, but Billy was too much for him, and before the tape was crossed on the first lap he was a considerable distance ahead of his pacemaker, and rode the rest of the race alone. Charley Church, of the Chester Bicycle Club, also rode in great form, winning two of the events. In the five-mile he had things pretty much his own way, being in the lead the greater part of the way. On account of the Baltimore meet Tyler, who was expected to go for record, was unable to attend. The meet was a decided success, and many prominent out-of-town wheelmen were present.

#### Summaries:

One-mile novice.—E. Jones, first; Harry Garton, second; F. Oates, third. Time, 2:46½.

One-mile handicap.—Charles Church, 45 yards, first; C. W. Pearson, 75 yards, second; J. B. Pearson, 70 yards, third; Robert Weir, 45 yards, fourth; John Granch, 70 yards, fifth. Time, 2:22½.

Five-mile handicap.—Charles Church, 75 yards, first; Robert Weir, 150 yards, second; Joseph Vernier, 400 yards, third; J. B. Mershon, 300 yards, fourth; C. Henzel, 425 yards, fifth. Time, 13:27½.

One-mile unpaced.—Herbert Swank, first. Time, 2:34½.

Five-mile handicap.—A. K. Bernhouse, 125 yards, first; C. W. Pearson, 75 yards, second; W. B. West, 330 yards, third; F. A. Chalmers, 355 yards, fourth; O. Thompson, 330 yards, fifth. Time, 13:08½.

### SERIOUS TANDEM ACCIDENT.

PHILADELPHIA, PA., Sept. 24.—E. L. Blauvelt, the well-known and speedy Class A rider of the Orange Athletic Club, of Orange, N. J., was seriously injured this afternoon while attempting to break the five-mile tandem record of the Montgomery avenue course. E. F. Miller, of the Vineland, N. J., Wheelmen, who was his partner, escaped with a broken collar-bone.

W. W. Taxis, accompanied by his trainer, F. L. Buckbee, John Lagan, William Wenzel, Blauvelt, Miller, and a party of local wheelmen left this city this afternoon on the 2:45 train for Bryn Mawr, where Taxis was to start in an attempt to break the five-mile record of the Montgomery avenue course of 12:09, made last October by Charles Lagan, of the Century Wheelmen. Taxis was to be paced over the first two miles by Blauvelt and Miller, who rode a tandem, while Lagan and Wenzel were to accompany him to the finish. Taxis saw the large number of carriages at the entrance to the cricket field at Haverford, where the match between Lord Hawke's English Eleven and the Gentlemen of Philadelphia was in progress, and positively and emphatically refused to ride through them, saying, "It would be criminal to attempt such a thing, and while I might have worked my way through I would have lost a minute or more, and this would have lost the record for me." He then mounted his wheel and started for the finish, where a large and enthusiastic crowd of cyclers and citizens was awaiting his arrival.

Blauvelt and Miller then determined to make an attempt on the tandem record, although under the circumstances were advised not to do so. They started out and were going at a very rapid pace, having succeeded in getting through the mass of carriages at the cricket grounds and had covered one half of the distance when the front fork of the tandem broke, throwing Blauvelt, who was riding on the front seat over the handlebars with such force as to knock him unconscious. Miller was also thrown from the wheel, but being in the rear his fall was more sideways, and his injuries are not of a serious nature. Blauvelt was picked up and tenderly laid by the roadside, where his limbs were bathed and assistance was sent for. It is said that at one time it was thought he was dead. He, however, rallied and was aided to a carriage, and taken to Bryn Mawr, where medical aid was at once secured. It was found that his nose was broken, and that he had been otherwise hurt. The tandem, which was especially built for racing, was almost as light as an ordinary bicycle, and it was considered strong enough to bear more weight than was placed on it yesterday. It is the general opinion that the break was caused by the machine's contact with a small stone or some sudden jar.

#### Marshall Won Everything.

RED OAK, IOWA, Sept. 20.—Bicycle events at the county fair today resulted:

Two-mile open.—George Marshall, Jr., Red Oak, first; C. L. Binns, Red Oak, second; J. H. Hughey, Council Bluffs, third. Time, 5:30¾.

One-mile open.—George Marshall, Jr., Red Oak, first; C. L. Binns, Red Oak, second; E. E. Batty, Red Oak, third. Time, 2:40½.

### A GOOD TIME AT FLUSHING.

NEW YORK, Sept. 22.—After four postponements from various causes, the second annual race meet of the Mercury Wheel Club was run today on the half-mile track of the Flushing Driving Club at Flushing, L. I. There were about two thousand persons present and the meet can truthfully be classified as a huge success. The day was as nearly perfect as days ever are, hardly a breath of air stirring to flutter the pretty decorations of the judges' stand. Flushing, which is a typical suburb of the rural order, turned out in holiday attire, and vehicles of all styles and conditions were drawn up to the edge of the track, loaded down with fair freight and their escorts. The scene from the press stand reminded one strongly of Derby Day at Epsom Downs, England, when the classical English Derby is being contested, it was so different. Notwithstanding the fact that the course is one-half mile in circumference several falls occurred, such as would have been attributed to the track had they happened at Manhattan Field. Luckily, however, no one was injured beyond a few bruises. The last event was not over until nearly dark, owing to several waits of rather long duration between races. The occasion was really a "Derby Day," inasmuch as at this meet the championship of Long Island was to be decided, and the cream of eligible men were entered to do battle for the proud title, not to speak of the elaborate medal donated by the ever alert and up-to-date New York Times. The original field was so large that it was deemed advisable to run two trial heats, the first four in each heat qualifying for the final. In the first, F. E. Doup, C. T. Earl, A. K. Roe, and C. B. Cutter finished as named. Time, 2:34½. In the second heat, G. P. Kulkhe, J. R. Barrett, C. W. Young and G. B. Smith, qualified. Time, 2:35. These eight men comprised the final heat and when they lined up for the fray, grim determination was plainly discernible on each one's countenance, even through the fast gathering darkness. The first lap was ridden in somewhat of a loaf, J. R. Barrett, Mercury Wheel Club, leading as the bell rang. Then a perceptible quickening of the pace was noticeable, Barrett still in front, while Doup, who reigned favorite among the knowing ones, was seen to be racing along in fifth position, thoroughly pocketed. As the far turn was reached Chas. T. Earl, Liberty Wheelmen, jumped the bunch, exactly as Dr. Brown did at Springfield in the race which he won on the final day, and before the others could get in motion after him the flying form of the "jolly undertaker" was out in the lead by five open lengths. Earl swung wide coming into the stretch and never lessened that terrific pace, leading all the way and winning amid tremendous cheers by two lengths from Doup, who had gotten out of the pocket as they entered the stretch and setting sail for Earl had made up nearly all his lost ground. G. Bennett Smith, Bellmore, L. I., finished third. Time, 2:43. Earl's last eighth mile was ridden in 14½ seconds.

#### Darmer Scores Twice.

William L. Darmer, N. J. A. C., won two races during the afternoon, and G. Fred Royce, the Tourist Cycle Club crack, won the only event in which he started, the half-mile scratch. E. L. Blauvelt's machine was carried to the wrong railroad station, causing him to remain out of the first race in which he was entered, but later on he succeeded in borrowing a wheel on which he competed in the half-mile scratch and the two-mile handicap. The falls of the day occurred as follows, in the first heat of the 2:40 class mile, when F. D. White, East Rockaway and L. G. Hoppe, Bedford Cycle Club, collided with a policeman, who stood out in the center of the track. White fell and was stunned for a moment. Then four men went down together before one hundred yards of the second heat, same race, had been ridden. W. D. McGurn, of Brooklyn, hastily remounted, however, and sprinting after the field, which was fully an eighth of a mile ahead, he succeeded in catching them at the half, but the effort proved too much for him, and in the sprint for home he failed to qualify. In the final heat of this race, just at the finish, Chas. T. Earl and Chas. M. Ertz, collided and fell heavily, Ertz sustaining the most serious injuries. He was carried off and was unable to appear again during the afternoon. Another bad fall occurred in the final of the two-mile handicap, when A. J. Hargan, of Newark, N. J., and H. Hawthorne, of Orange, N. J., fell at the head of the homestretch on the last lap. Hargan's wheel was twisted into an unrecognizable mass by the fall.

Fred Hawley, captain of the Kings County Wheelmen, clerked the course in his inimitable style. R. A. Linden, Mercury Wheel Club, announced in a regular "President-Luscomb-basso-profundo tone," much to the evident delight of the fair sex in the stand, who simply dote on Mr. Linden's manly voice and exquisite style. The handicapping was good, especially so in the two-mile event where the field bunched on the far turn of the last lap, resulting in a magnificent finish. After the races were over the Mercury Wheel Club tendered a complimentary banquet to the officers of the day and the newspaper men present.

#### Summaries:

One-mile novice.—Samuel Brock, first; S. A. Dunn, second; Elwood Bedell, third. Time, 2:45.

One-mile, 2:40 class.—W. L. Darmer, first; George P. Kulkhe, second; Frank E. Doup, third. Time, 2:38.

One-mile handicap.—W. A. Barbeau, 100 yards, first; A. J. Hargan, 130 yards, second; H. M. Cole, 110 yards, third. Time, 2:15.

Two mile handicap.—W. L. Darmer, 100 yards, first; Ferd Sternberg, 170 yards, second; W. A. Brown, 230 yards, third. Time, 4:55½.

Half-mile scratch.—G. Fred Royce, first; W. A. Barbeau, second; Charles Granger, third. Time, 1:11½.

One-mile, Long Island championship.—Chas. T. Earl, first; Frank E. Doup, second; G. Bennett Smith, third. Time, 2:43.



# PALMER TIRES LEAD IN ALL FIELDS!

**FASTEST** MILE EVER MADE IN HARNESS—**2:01 $\frac{1}{2}$**

ROBERT J., at Terre Haute, Ind.,

TO SULKY FITTED WITH

**PALMER ROAD TIRES**

**FASTEST** MILE EVER TROTTED—**2:03 $\frac{3}{4}$**

ALIX, at Galesburg, Ill.

**FASTEST** MILE BY A TWO-YEAR-OLD—**2:07 $\frac{3}{4}$**

DIRECTLY, at Galesburg, Ill.

BOTH TO SULKY FITTED WITH

**PALMER LIGHT RACING TIRES.**

WEIGHT, 2 POUNDS.

..... The tires used in these races are the  
same we supply to the **WORLD!** .....

# IN ALL FIELDS PALMER TIRES LEAD!



## CHICAGO ROAD RACES.

C. H. Peck, of the Chicago Cycling Club, winner of the time prize in the Chicago road race, has come to the front again, this time lowering the state ten-mile road record, and coming within 4½ seconds of world's record. In the Vincennes Cycling Club's road race last Monday morning, in Washington Park, Peck won the race from scratch in 24:44½, conceding starts up to 7 minutes. Peck was paced by Chicago Cycling Club men, but owing to the early hour there were not enough men to make the pace hot enough. The first five miles were ridden in 12:35. The world's record is 25:40, held by Weinig, of Buffalo.

### Also Broke State Record.

P. B. Wilson, of the South Side Cycling Club, won time prize in the club's road race last Saturday, over the South Side ten-mile course, lowering Bainbridge's state record of 26:13½ to 26:00. The day was not at all favorable for record-breaking, and Wilson deserves a good deal of praise for his good ride. He left Bicker, Osmun, and Van Nest, the other scratch men, early in the race. He was paced by C. C. C. men. The finishers were:

NAME.	HDCP.	TIME.	NAME.	HDCP.	TIME.
Aaron Spike	8:00	30:50	F. W. Osmun	Scr.	26:40
H. Lovell	4:30	28:17	E. J. Yorkey	2:00	28:42
A. J. Brislin	4:30	29:05	W. Struggles	2:30	29:36
J. J. Oesch	4:30	29:16	J. H. Schroeder	1:00	28:05
H. V. Hartwell	3:30	28:47	F. Jacobson	2:00	29:06
Hugo Decker	5:00	30:37	W. Loos	4:00	31:07
John Hamilton	3:30	30:25	G. A. Symons	4:00	31:16
W. A. Manning	4:30	30:08	H. L. Decker	5:00	32:44
M. McAdams	5:30	31:34	G. E. Bicker	Scr.	27:46
P. A. Burger	5:30	31:40	W. J. Wagner	5:00	33:20
P. B. Wilson	Scr.	26:00	C. E. Jones	3:30	32:10
W. Jacques	4:30	30:45	W. B. Neyesesch	5:00	35:00
H. Fairman	4:00	30:24	C. Hallberg	4:30	34:30
C. Haesgen	4:00	30:25	Thomas Ross	3:00	34:15
B. C. Van Nest	Scr.	26:26			

### The Englewoods.

A. V. Hales, scratch, won time in the Englewood Wheelmen's race last Saturday. The race was won by C. H. Woods. The finishers:

NAME.	HDCP.	TIME.	NAME.	HDCP.	TIME.
C. H. Woods	5:00	30:00	George Robinson	Scratch	29:14
M. Daustin	5:00	32:04	F. T. Betts	3:30	28:50
G. E. Holmes	3:00	30:40	W. J. Rathje	3:30	32:51
W. F. Chitty	4:00	31:51	A. R. Howard	3:30	30:15
C. Frank	2:30	30:47	H. F. Palmer	1:00	30:47
A. V. Hales	Scratch	28:29	W. Trexler	3:00	32:49
C. W. Hunt	3:00	31:28	Joseph Badenoch, Jr.	7:00	39:24
R. D. Cilar	6:30	34:16	J. A. Singler	4:00	38:00
Carl Plum, Jr.	2:00	31:07			

### Failed to Break Record.

A. T. Heywood tried hard to break the course record of 12:15 in the five-mile road race of the Calumet C. C. last Saturday, and had it not been for a couple of accidents would have done so. As it was he finished second in the good time of 12:56, John Lyons, a 9-minute man, winning the race. The finishers:

NAME.	TIME.	NAME.	TIME.
John Lyons	20:40	M. F. Bradley	15:13
A. T. Heywood	12:56	W. C. Jacob	14:15
C. Cullman	14:12	F. A. Swanson	15:01
W. G. Ferguson	15:00	John Paselt	15:37
R. Richards	15:49	E. C. Nelson	19:44

### Out Evanston Way.

Evanston wheelmen had a ten-mile race Saturday. The course was within the city limits, and consisted of four laps around a two and a half mile course. It measured about one hundred yards over ten miles. Half the course was over asphalt and half over cedar block pavements. W. J. Doyle, the only scratch man, won the race in 28:40, but was disqualified, as he had insisted on having a pacemaker against the rules of the race. Maurice Green won the first time prize, and W. B. Moore, who had a handicap of 5 minutes, won the first place prize. The finishers:

NAME.	HDCP.	TIME.	NAME.	HDCP.	TIME.
Maurice Green	2:30	30:18	J. S. Oakes	5:30	32:42
C. E. Waterman	2:30	31:12	W. B. Moore	5:00	32:45
Arthur Davis	2:30	31:17	F. A. Moore	5:00	32:58
W. B. Jones	3:30	31:22	J. J. Larkins	4:30	33:05
C. Arndt	4:30	31:48	Thomas Lord	6:00	33:15
F. B. Wilder	3:30	32:10			

### The Lake Views.

Each contestant in the fifth annual ten-mile road race of the Lake View Cycling Club last Saturday, received a prize. Herman Jordane got time. The finishers:

NAME.	HDCP.	TIME.	NAME.	HDCP.	TIME.
F. P. White	8:00	38:15	J. Deattie	3:00	35:20
J. Weiblinger	5:00	36:04	H. Covy	1:00	33:27
J. Eckstorm	5:00	36:05	H. Jordan	Scr.	32:24
L. Palmer	6:00	37:05	A. E. Smith	2:00	34:25
G. L. Weaver	6:00	37:06	C. Wassman	2:30	35:02
R. A. Hoefler	4:00	35:20	P. Mantz	4:00	37:18
A. Widen	1:00	33:16	J. Jenkins	4:00	38:19
A. Fletcher	2:30	34:58	J. Arden	3:00	39:10
C. Osten	4:00	36:19	S. Brown	2:00	37:16
H. Roeder	2:00	34:21	L. Leonhart	6:00	42:23
C. Grins	2:00	34:22	C. Lovell	9:00	44:41
B. Lovell	2:30	34:53	J. Burke	9:00	49:41
V. Ollier	1:00	33:21	J. Guhl	9:00	51:40

### Æolus Club Race.

The eighth annual ten-mile road race of the Æolus Cycling Club was held Sunday morning over the Humboldt-Douglas course, and was witnessed by a large crowd. The fast man turned up in T. Solum, who not only won the race and the Thorsen medal, donated by Thorsen & Cassady company, but pulled down the time prize as well, in 28:52. The other time medals were won by H. Swenson, time, 30:25, and F. P. Fregg, time 30:42. There were thirty-six starters, and thirty-two finished. The finishers:

NAME.	HDCP.	TIME.	NAME.	HDCP.	TIME.
T. Solum	4:45	28:51	E. A. Hoeft	4:00	31:45
E. Morgan	5:00	33:17	H. Butteon	2:15	33:25
W. F. Hoeft	2:30	31:52	L. J. McKee	2:00	33:12
H. C. Lyd'rd	1:45	31:08	E. F. Urban	1:45	33:27
F. P. Fregg	1:15	30:42	G. Miller	2:00	33:45
L. Johnson	1:45	31:13	W. H. Gilbert	7:00	39:22
W. T. Auma	1:15	31:19	O. Culmann	3:30	36:04
C. S. Drake	2:00	31:38	F. M. Gan'n	1:15	33:49
C. Holmes	2:00	31:42	P. W. Fregg	6:00	38:50
H. Foot	8:00	37:45	F. Wodrich	2:45	35:45
L. Bodach	5:00	35:00	J. Murbach	5:00	39:40
H. Jaques	2:30	32:38	H. E. Johnson	1:45	27:04
H. Swenson	Scr.	30:25	V. Olson	5:00	40:06
G. Franzen	4:00	34:27	W. Wodrich	6:00	43:06
F. H. Schuer	2:15	32:47	T. Nuemann	1:45	n. t.
R. MacDonald	1:15	31:58	F. J. Olis	1:15	n. t.
A. C. Butt'n	Scr.	30:44			

## CHICAGOANS AT OTTAWA.

OTTAWA, ILL., Sept. 20.—The fall meet of the Ottawa Cycling Club opened today with a fair first day's crowd. The races were closely contested, and in three principal events, the quarter-mile open, three-mile handicap, and mile handicap, won by Anderson, of Roodhouse, and Bode and Leonhardt, of Chicago, the time was fast.

### Summaries:

One mile novice.—J. H. Schroeder, Chicago, first; Hart Hanson, Chicago, second; W. H. Sass, Streator, third; Eugene M. Spike, Chicago, fourth. Time, 2:42.

Quarter-mile open.—E. E. Anderson, Roodhouse, first; A. J. Nicolet, Chicago, second; M. Nelson, Chicago, third; W. C. Bode, Chicago, fourth. Time, 3:33.

One-mile handicap.—W. C. Bode, Chicago, 60 yards, first; A. M. Burr, Rockford, 50 yards, second; M. Nelson, Chicago, 30 yards, third; A. L. Leonhardt, Chicago, 30 yards, fourth. Time, 2:19½, by Anderson.

Three-mile handicap.—A. L. Leonhardt, Chicago, 100 yards, first; E. E. Anderson, Roodhouse, scratch, second; M. Nelson, Chicago, 100 yards, third; A. M. Burr, Rockford, 225 yards, fourth. Time, 7:29½.

One-mile open.—A. L. Leonhardt, Chicago, first; E. E. Anderson, Roodhouse, second; G. E. Becker, Chicago, third; A. J. Nicolet, Chicago, fourth. Time, 2:29½.

OTTAWA, ILL., Sept. 21.—The track record of the Ottawa Driving Park made by Fidal, pacer, at the July meeting this year, was today broken by E. E. Anderson, of Roodhouse, Ill., who made the mile in 2:09¼. Leonhardt won the five-mile handicap, and the South Side Cycling Club the team race. Earle, of Chicago, won the half-mile handicap, with Anderson, the scratch man, second.

### Summaries:

Half-mile handicap.—R. Earle, Chicago, first; E. E. Anderson, Roodhouse, Ill., second; J. H. Schroeder, third; Palmer, fourth; F. Wing, fifth. Time, 1:06½.

One-mile championship, LaSalle and adjoining counties.—Wing, first; Schulz, second; Green, third; Vezain, fourth. Time, 2:42.

Five-mile handicap.—A. L. Leonhardt, scratch, first; E. S. Church, 350 yards, second; V. Loos, 250 yards, third; Schulz, 325 yards, fourth. Time, 13:26.

Earle, of Chicago, came in second, but was disqualified for illegitimate riding. The team race, two miles, was won by the South Side Cycling Club, with 14 points; Ottawa was second, with 9 points, and Joliet third, with 1 point.

## Des Moines Awakening.

DES MOINES, IOWA, Sept. 25.—The Des Moines Cycling Club that used to be so full of enterprise and push has entirely lost its cycling prestige and has become a strictly social organization. Three years ago the D. M. C. C. was one of the strongest wheeling associations between Chicago and Denver, but a fatal move was made in the fall of '92. A number of fellows who did not ride wheels wanted to join the club in order to participate in the social functions, and after some little discussion were admitted. Before the wheeling members realized it their "social" brethren greatly outnumbered them, and step by step the so-called cycling club became the headquarters for the Des Moines "400."

The Y. M. C. C. Cyclers have "disintegrated," in fact, Des Moines has had no wheeling club all summer. This state of affairs could not last forever, however, the ranks being constantly increased by new riders. All that was needed was for some two or three to start the ball a rolling. Those "two or three" came to the front last week and pursuant to their call, about seventy-five enthusiasts assembled at the Commercial Exchange rooms Wednesday evening and organized a "rouser." Dr. Field, a capitalist and "shark" (on the subject of cycling) was unanimously chosen president, L. E. Sherman, secretary, and W. P. Chase, captain. If, inside of thirty days, "the Des Moines wheelmen" will not have reached a reputation for "Git there Eliness," we will relinquish all claims to any prophetic distinction.

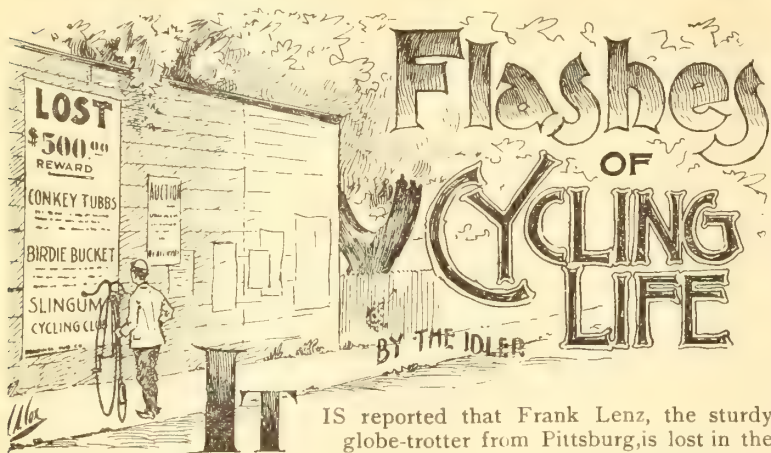
### "Riverside" Smith Again.

NEW YORK, Sept. 24.—Fully three thousand persons assembled Saturday last at Travers Island to view the fifty-third set of games of the New York Athletic Club. The programme was long, but not tiresome, as is generally the case. The two bicycle races were decided as follows:

One-mile scratch.—George C. Smith, first; Ray Dawson, second; H. L. Howard, third. Time, 2:30½.

Two-mile handicap.—Ray Dawson, 100 yards, first; George C. Smith, scratch, second; H. L. Howard, 80 yards, third. Time, 5:03.





IT IS reported that Frank Lenz, the sturdy globe-trotter from Pittsburg, is lost in the Persian desert and that an expedition for his relief is now being planned. This recalls the daring adventures of "Conkey" Tubbs and "Birdie" Bucket, the hard-riding members of the Slingum Cycling Club, a few years ago in this state, and the chase which the relief expedition had after them in the wilds of northern Illinois. Conkey and Birdie started out to travel 100 miles on cycles in less than 76 hours. The route they proposed to go over was from Chicago in a south-westerly direction to a trading center called Aurora. Thence along the stormy banks of the Fox River to the famous settlement of Elgin and thence in a southeasterly direction to Chicago.

It was a bold undertaking and the club men about town laughed when they proposed it. But wait till you hear what happened.

The plucky pair started out from the West Side one morning at exactly 1 minute and 59 seconds past 4 o'clock. Their wheels were laden down with provisions and fowling pieces, while in their belts they carried pistols and knives enough to start a hardware store.

Like all great tours of this kind the first part of the trip was easy enough, but presently when they got into the country they found that they little appreciated the terrible dangers they had plunged into.

At Downer's Grove they had a pitched battle with a road hog on a load of hay who told them they were a "sucked-in crowd of they thought he'd budge for 'em." After calling the road hog several city names they left him to his fate, but found that their dangers multiplied as they got farther into the open.

At Naperville they were pelted with apples by small boys, and just outside that interesting town they were attacked by a brindle bull dog, who tried to make a meal of Conkey's calf, but broke his teeth on the hard flesh. They then decided they would lie low for a few days.

"Birdie," said Conkey, "just let us get in a haystack or something and not show up for a few days. The push will think we have been killed by the natives and come out to relieve us, and we'll get lots of free advertisement. After that we can get good fat jobs representing some tire house."

"Now your valve is holding the wind," said Birdie. "We're made men if we play it right."

And so they lay in the haystack and drunk bottled beer for four days.

Meanwhile the Slingum club got up a relief expedition, and with me as guide went out to relieve its two distinguished members. We took the road over West Madison street to Riverside by Oak Park avenue, but made a small detour to Harlem to replenish our stock of whangdang, which had given out on the way.



Then the advance column made direct for Riverside. Looking west from Riverside a beautiful country unrolls itself before the eye of the white man. On we pressed. Our rear column, we were told afterward, got stuck at Harlem. Its members had overloaded themselves with whangdang and had to be carried home. At Downer's Grove we found traces of the explorers by a trail of broken juoop bottles on the road. One native told us that when our friends passed that way "their noses were full,"

whatever he meant by that. Another, farther on, said that both men "had big dogs with them." I am sure I don't know what the natives meant, but we decided that it never would do to let these boys fall into bad hands with their noses full or with big dogs either, and so we forged on. Soon after leaving Naperville we lost all trace of them and then we came to the conclusion that they heard we were coming to relieve them and had determined to cut across the country and prevent us from finding them.

On consulting our road book we found that we could get to Aurora before them if we rode fast enough and could head them off there, where we could relieve them in spite of themselves. We afterward learned that the reason we missed them at Naperville was because of their hiding in the haystack. They ate up the hay and left the farmer nothing but a stack of empty bottles, which he couldn't sell for less than cost.

On our arrival at Aurora we found that all the juoop we had taken was exhausted and so the advance column stopped there to get some. The juoop they make at Aurora has a flat taste and hardly any foam at all and gallons of it are required to get any kind of action at all. However our men ran up the price of the commodity and after that we turned north, thinking that Conkey and Birdie had gone to Elgin by another route relieving themselves on the way. But here we were in error too.

We made the circuit of the road and landed in Chicago just in time to find the explorers had returned by train and had succeeded in making the whole town talk about them.

I trust the Lenz relief expedition will meet with more success.

### "Bike" or "Wheel."

Harper's Weekly states that as between the vulgarisms "wheel" and "bike," the latter is the better word. We disagree. "Bike" is not in common use, as Harper's would have us believe, except by newspaper reporters and other uninformed people, who apparently believe that its use conveys an intimate knowledge of the sport. "Bike" and "gent" are distantly related.

The above is from the editorial column of *The Wheel*, a cycling paper published in New York city. I can hardly believe that my friend, Frank Prial, wrote that "piece" for his paper. While the general conclusion is quite correct, namely, that "wheel" is a better descriptive term in cycling nomenclature than "bike," yet it is apparently a late addition to the ranks of cyclists, who say that "bike" is not a perfectly legitimate cycling word. Today we use "cycle," which is, like most of the strictly bicycling nomenclature a special word common among wheelmen only. Webster pronounces "bicycle" with the short "y," while it is given the long sound invariably by wheelmen without any orthographical authority whatever.

The contraction of "bicycle" into "bike" is quite ancient, a fact that seems to have escaped the ken of the writer above quoted from. It is a classic word worthy of far more respect than "cycle," for it was used among wheelmen many, many years when cycling was young. In fact it was one of the earliest coinages of the language of the wheel, and old timers who have abandoned the sport still use it, not having kept pace with the times.

Therefore when the young sprig that airs his plumes in the leaded columns of *The Wheel* makes the charge that "bike" is used only by newspaper reporters "who do not know," he falls headlong into an error common to extreme, smooth-faced youth. And when he attempts to deprecate the use of the word, he casts an aspersion on a class of men that deserve the highest encomiums from cyclists of the present day—I mean the pioneers of the sport who made today possible. "Wheel" may be considered a proper word, but for the sake of old associations I feel half inclined to agree with Harper's, and to hold that, taking in all its considerations, "bike" would be a fitter term, on the score of usage, if nothing else.

I hope my views will not raise rancour, but will be taken as they are given in the kindest of spirits.

### The Wheel in Politics.

Politicians seem to have realized that cyclists after all are free citizens and have votes. We are glad to see that the politicians have at last awakened to this remarkable fact. We have always held that the mere striding of a wheel did not disfranchise a man and we are sorry "the boys" did not think of it before. But now that things are coming our way our advice to all riders of the wheel is this: Grab all you can lay your hands on and shout for more. Want the earth and you may get a ten-acre lot.

### Those New York Road Records.

Cyclists in and about Chicago seem to be possessed with a mad desire to "break the record" between this city and New York. As fast as one pushing and adventurous wheelman traverses the distances between the two metropoli (lowering the record) another is at his heels to beat that record. So far almost all the trials have been successful, and the poor record is being pared down to its very rind. No doubt the figures will continue to grow smaller and smaller until some real fast rider gets on the job and chops away enough of the very last record to discourage other attempts at it for some years to come.

These Chicago-New York records are interesting from two opposite points of view. They generally show how thoroughly bad the roads across the most thickly settled parts of this country are, and how thoroughly good are the American bicycles that are used for the purpose of traveling over them. But so far as actual and absolutely fast time for the distance is concerned, the Chicago-New York rides will always be failures until the dawn of a new American civilization, when all the country roads will be as good as the bicycles that travel them.



## KILLED THE ORDINANCE.

CLEVELAND, OHIO, Sept. 24.—Our council committee on streets and rail-ways had another interesting session last week, and finally decided to report adversely upon the ordinance providing for wider tires upon wagons used for carrying heavy loads. All the members of the committee were present, and a number of gentlemen engaged in teaming were also there, and came loaded to the brim with protests, which won the day. One of them had several pieces of tin cut to the widths which the ordinance proposed the tires should be, in order to convince the committee that six and eight inches were entirely too wide. Another presented several letters which he had received from other cities showing what kind of tires were used. In Buffalo he explained there is an ordinance somewhat similar to the one under discussion, but it is not enforced, and is practically a dead letter. From the tenor of the correspondence it is evident that a four-inch tire is about the average width in use. T. D. Slater advanced a senseless argument to the effect that if teamsters were compelled to put on eight-inch tires it would be about all the horses could do to draw the wagons without any load, and

### Illustrated His Convictions

with a book telling of the sizes and weights of iron. According to his figures the three-inch tires, generally in use in this city (for the four wheels of a wagon), would weigh 540 pounds, while those of the eight-inch pattern would tip the scales at 1,440 pounds. C. E. Reader, who is engaged in hauling stone, said that for years he had been using four-inch tires upon his wagons. If he should be compelled to change it would mean an outlay of \$75 for each wagon. "This," he continued, "would be a great hardship to many poor men who have a team or two and are attempting to make a living. Some of them have not seen \$75 at one time since the present administration went into power. If you wait until 1896 and then give them ninety days in which to comply with the ordinance they will be able to do so." When the gentleman had finished a motion to report adversely was made and carried unanimously.

When the decision had been announced, C. B. Coit, who was present, said that he would like to be heard. He was an advocate of wide tires, and had no idea that a decision would be reached so quickly. He was a little behind the procession, but advanced some good arguments. He began by saying that the talk of increased weight caused by

### The Widening of Tires

was all nonsense. Instead of making the tires an inch thick, he said they could be made three-sixteenths of an inch thick.

"In Liverpool, England," he continued, "the tires on all vehicles used for teaming are fourteen inches wide. I have used wide tires on a farm, and am thoroughly convinced that they would be much easier on the streets

and also on the horses. If we had wide tires we could have park roads in the city, and everything would be much more pleasant. Wide tires are the solution of the good roads problem." The committee will ask the director of law to draw up another ordinance, and it will probably call for three, four, five and six inch tires, and the apparatus of the fire department will be included in its provisions.

Searle, the Chicago-New York "record breaker," did not leave a very good impression among Cleveland riders, especially those who were kind enough to pace him from this city to Painesville. He arrived here about 9:30 Monday night and was immediately taken to the C. W. C. house and given a good rub down and what other attentions the boys could show. The start east was made at 10:40, but a nipped tire, necessitating the putting on of a new one,

### Caused About an Hour's Delay

at Lake View. Then came about four miles of sidepath riding which Searle instructed his pacemakers, Haskins and Simmons, to go over at about a fifteen-mile-an-hour gait, and when the open road was reached to "whoop 'er up." The instructions were obeyed to the letter and Searle complimented his companions by saying that it was the best pacemaking he had had since he left Chicago. But when Erie wheelmen took him in tow he told them the Cleveland riders were not fast enough and had held him back. The boys who lost their sleep for him and did the best they could are justly indignant, for they claim that instead of being too slow for him they ran away from him repeatedly. It is reported that Searle has left a bad feeling behind him, through this same kicking about poor pacemaking, in more localities than this one and with just as much reason.

Rain spoiled the annual century run of the C. W. C. which was booked for Sunday. It is now scheduled for next Sunday.

## JOHNSON WASN'T THERE.

KEENE, N. H., Sept. 25.—Fully eighteen hundred people saw the bicycle races of the Monadnock Cycle Club at the driving park this afternoon. One disappointment was in store for the managers, the failure of Johnson to show up.

### Summaries:

One-mile novice.—O. D. Perry, Winchester, first; A. B. Rust, Westfield, second. Time, 3:00.

One-mile open, Class A.—H. H. Hall, first; F. Baronstow, second; H. E. Walton, third. Time, 2:08.

One-mile open, Class B.—E. A. McDuffie, first; F. H. Allen, Springfield, second; Nat Butler, third. Time, 2:30.

One-mile, Class A, 2:40 class.—F. R. Emearson, first; J. T. Burns, second; F. A. Fish, third. Time, 2:57.

One-mile handicap, Class B.—E. A. McDuffie, 40 yards, first; F. H. Allen, 40 yards, second; A. W. Warren, 70 yards, third. Time, 2:22.

Half-mile handicap, Class A.—H. H. Hall, 25 yards, first; E. M. Blake, 50 yards, second; F. A. Fish, 40 yards, third. Time, 1:07½.

The Old, Old Story  
That Never  
Grows  
Old:

The Winner

rode

"Triangle"

THE  
PEERLESS  
MFG. CO.,  
Cleveland, Ohio.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast.  
THE SELTZER-KLAHR HDW. CO., 535 Market St., Philadelphia, Pa.,  
Agents for Eastern Pennsylvania and New Jersey.



# THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, SEPTEMBER 28, 1894.

No. 4.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

**SUBSCRIPTIONS:**

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

## WHAT DO YOU THINK OF IT?

If a maker of bicycles on top of God's green earth ever had reason to be proud of anything, we have reason to be proud and happy over the telegram printed in the last issue of the TRUTH, from B. B. Emery & Co., Boston, Mass.

Stop for one moment and realize all those truthful words imply. First, do you know where Boston is? Do you know what wheels are made in Boston, or near there? Do you know that the maker who claims to be the oldest in the business, and the great "I am" of cycling, said at a banquet held in New York during the last cycle show that New England was the birthplace and center of high-grade cycles, and, in consequence, the aim of all manufacturers was to have his wheel popular there?

Do you know that we could have sold more than our entire output in Massachusetts and Connecticut? Do you know that our wheel sold for more than the big threes? Do you realize that we are some twelve hundred miles from Boston? Do you realize that the reason we sold those Fowlers was on account of more talking points and real merit than any other bicycle.

Rest assured that those talking points, selling points and real merit will be looked after just as close next year and the years to come as they have been. If you are a reliable agent and want a wheel such as the Fowler is you can get it for 1895, thereby insuring yourself of a profit that is certain, in consequence of having a wheel that will stand up and give satisfaction.

## IS TO BE AND HAS BEEN.

Every indication points to an unequaled success for the cycle show to be held in Chicago in January. The

Fowlers will be there. Do you remember how we had such crowds around us at the last New York show? Do you remember how we filled and clogged the aisles in front of our exhibit? Do you remember that we didn't do it by exhibiting tons of brass, gaudily painted wheels, pictures of "weak spot" finders (who, by the way, didn't find 'em all), or fake testing apparatus. We had no souvenirs to distribute, but we had cold, hard facts in the shape of a bicycle which was in evidence as to the claims we had made for its strength, rigidity, simplicity of construction, style, and finish. We had the cold, hard facts in the shape of bearings such as they had never seen, and only heard of on the Fowler. The visitors were after truth, solid information, and not there to gaze on works of art in shapes of decorations, brass houses, loud-painted bicycles, etc. They came to the Fowler stand for information—facts concerning high-grade bicycles, and they got it.

We talked each day until our tongue hung out. We handled parts and passed out catalogues until we felt we had been holding a presidential hand-shaking reception, but, like the Fowler, we got there, and accomplished what we went there for.

We'll be on deck again, as usual.

## THE NATURAL CONSEQUENCE.

Have you noticed how some of the employers of fast men have pruned down advertising space? Poor devils, they begin to look for "value received" for their five thousand to ten thousand cold, hard dollars they have expended for a few firsts on the race track. They begin to realize that there is a cold, hard winter coming on, and that those \$5,000 to \$10,000 in the bank book would look so nice, and feel so comfortable like.

True, they've got lots more experience—but lots less \$ \$ \$.

## THE PAST AND FUTURE.

The memory of our past victories and phenomenal success with the Fowler wheel is no greater pleasure than the anticipation of future honors that must come; the anticipation of those future honors bodes nothing but success and prosperity for Fowler agents, and satisfaction for Fowler riders. We will not be ordinary—medium—only best.

## SOME FOWLER WINS.

WACO, TEX., Sept. 7.—E. Boren wins the quarter-mile open, the mile handicap, and runs second from scratch in the two-mile handicap.

UTICA, N. Y., Sept. 3.—A. F. Senn wins the mile, 2:40 class, and half-mile open, defeating Emmett Smith, the Class A crack, in the latter event.

UTICA, N. Y., August 27.—A. F. Senn runs second in the two-mile handicap.

CHICAGO, Sept. 8.—Frank Dudas wins the Plzen C. C. ten-mile road race.

MUSKEGON, MICH.—M. Nelson wins two firsts, and one second.

CHICAGO.—Ole Peterson wins time prize in the Viking C. C. ten-mile road race in 27:33.

CHICAGO.—J. J. Bezenek wins time in the Overman Wheelmen's ten-mile road race.

WHEATON, ILL.—J. J. Bezenek makes a track record of 2:31 2-5.

HIAWATHA, KAS.—Fred E. Howard wins five firsts.

RIVERSIDE PARK, N. Y., Sept. 3.—Two firsts and one third by I. A. Day.

WAUSAU, WIS., Sept. 15.—W. W. Wilson, Jr., wins the half-mile handicap, the quarter-mile open, and second in the two-mile handicap and half-mile open. Also rode an exhibition quarter in :31 1/2, state record.

## FAMILIAR FACES.



C. M. PEARCE, New Castle, Pa.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## ON THE NEW TARIFF.

### What Importers Have to Say Regarding the Law—Can Not Compete With the English.

WASHINGTON, D. C., Sept. 25.—Among the documents on file in the committee room of the Senate finance committee, where the new tariff law had its birth, are a lot of letters received by the committee from manufacturers all over the country in response to Senator Vorhees' circular letter asking for information. These letters are full of meat, and are of great interest to the trades they represent.

Among the letters received from the importers and manufacturers of bicycles and bicycle material the following are the most interesting:

Rouse, Hazard & Co., of Peoria, Ill., importers, write: "We are importers of bicycles, as well as manufacturers of the Sylph and Overland. We represent the Rudge Cycle Co., Coventry, England, and import their bicycles. We are not well informed as to the cost of manufacturing these goods in England, but we are quite certain that the same is much less than in this country, as we are able to buy Rudge bicycles, crated complete and delivered at the docks at Liverpool, at a much less figure than we are able to manufacture similar machines for in this country. The duty is 45 per cent. The net price on well-made, light-weight, modern bicycles range in price from \$45 to \$90, depending largely on finish, but principally on reputation. The duty was increased from 35 to 45 per cent by the Act of 1890. We are quite certain that it would be impossible to manufacture bicycles in this country to compete with the English makers without a very great reduction in wages in the event of the duty being entirely removed. They have never been exported to England. We are purchasers."

William L. Ross, of Boston, Mass., importer of Singer bicycles, says: "The standard high-grade bicycles in America are listed at \$125. The standard high-grade bicycles in England are listed there at \$125 or \$130. Yet the American manufacturers ask a protection of 45 per cent. Why? The wholesale and export discount on the standard wheels in America is larger than that on the standard wheels in England. In other words, the standard American wheels listed at \$125 are sold on this market to wholesale buyers, for domestic and export trade, at a less figure than the wholesale buyer or exporter can buy the English standard wheel for on the English market."

From the Knight Cycle Co., of St. Louis, Mo., they get the following: "Our annual amount of production, \$10,000. During the past winter have run less than full time. Thirty-five per cent specific duty is necessary to place domestic products on an equal footing with foreign producers. Domestic wholesale price of our goods in 1884, \$125; 1890, \$150; pneumatic tires in 1892, \$150; at date of answer, \$125. There has been an increased competition in our line of manufactures during the past four years, doubled many times. We desire a specific duty. We are manufacturing as many goods as in 1892. The tendency of wages has been down a little during the past twelve months, the cost of living of families of skilled workmen, \$12 per week. Want tariff for revenue only, and on luxuries, and from the rich, as far as possible. What is the matter with single tax?"

Reply of the W. W. Whitten Cycle Mfg. Co., of Providence, R. I.: "About one hundred bicycles manufactured each year, and from five hundred to one thousand sets, parts and fittings for the same. About thirty thousand dollars first two years, 1890, and 1891; thirty-five thousand dollars, third and fourth years. Have not run less than full time in the last two years. To place domestic productions on an equal footing with the foreign product, the rates of duty should be 30 to 35 per cent. Help demands better wages than abroad and our raw material costs more than in England or on the continent. Think the profits sufficient to stand a reduction of one-third from present duty. Our labor is about two-thirds skilled. In regard to reducing the rates of duty: If in raw material, we should import brass tubes from England; if in finished article, should import more from France and Germany and reduce both the amount and wages of skilled labor. Employ fifty to 100 persons, 20 per cent boys, no women; boys chiefly piece work. Men get from \$2.50 to \$3.50 per day; boys at piece work, \$1 to \$2. Our hours for labor are 59 per week. No competition with foreign goods except with the highest class; to small extent on fine artistic metal work, where there is much hand work in chasing, etc. Not 5 per cent of our goods exported; these usually sold at least 10 per cent below the average prices at home. Cost of production since 1883 has decreased probably 20 per cent; but little of this work done in California in 1883. The decrease has been both in material and labor; selling prices since 1890 have decreased. No domestic productions consumed in our manufacture. At present none of our component materials pay duty. Would be a necessity of duty with free raw material, as the value of the material is but trifling in our class of goods to the value of the finished article. New designs are made every month, and one year's goods are seldom of value the next. In

a few staple patterns the tendency has been continually downward since 1884."

The Wilcox & Home Co., of Birmingham, Conn., manufacturers of steel forgings for bicycles, etc., write: "Our business increased from \$40,000 per annum (on smaller investments of capital) in 1875 to \$133,000, with present capital (\$116,000) in 1886. Has since decreased to \$78,000 in year 1893, caused by low prices and depression during eight months of 1893. Since July 1, 1893, have run factory, on orders only, to only one-fourth of its capacity on account of general depression in business. Bicycle forgings are largely imported. They should be taxed 45 per cent to enable us to compete with English forgings. Bicycles imported should be taxed same duty or more. A prohibitive duty, say 75 per cent, would greatly benefit American manufacturers and workmen. Bicycle manufacturers are busier today than carriage manufacturers. From inquiry we have learned that all manufacturers of carriage forgings are dull, though this should be the busiest season of the year, February being usually the largest sales of any month. Except on bicycle forgings tariff affects us indirectly. Depression in business lowers prices fast from domestic competition. Prices of manufactured articles become lower every year with us and others, from three causes—improved methods of manufacture, lower cost of raw material, but principally from overproduction, causing ruinous competition, which has reduced prices 40 per cent to 75 per cent on our line since 1884. Consider specific duties better where practicable. We reduced wages and salaries 10 per cent, January 1, 1894. Our workmen earn from \$2 to \$3.50 per day; while thrifty, only 25 per cent of them save money. Prices of living have decreased considerably in past four years. Depression in business, in our opinion, is caused by the uncertainty of tariff legislation. The remedy is to pass or reject the Wilson bill without delay. Free trade itself would be preferable to the present uncertainty. Our raw materials are bar iron, steel and coal. Our goods are mostly necessities. We pay 6 per cent interest on loans. Immigration of the better class, particularly where the immigrants settle farms, benefits our business. We employ skilled labor mostly, say nine-tenths. Reduction of duties will certainly lower wages; they have been reduced already in anticipation. We employ, when busy, fifty to sixty men, only three at less than \$2 per day. We always run at least 10 hours a day. Seldom shut down, but lay men off when it is dull. Have thirty hands now averaging 50 hours a week. A year ago this month we ran factory 75 hours a week, and had fifty-five to sixty hands. Cost of manufacture has decreased since 1883. Raw material (iron and steel) is much lower. Coal and labor are higher, if anything. Improved methods of manufacture is largest item in decreased cost. Our selling prices constantly decrease; cause, overproduction. The Swedish iron we use pays a duty. We would prefer to have that duty remain. If removed we would have to pay nearly same price, as manufacturers in Sweden would advance price. We advocate duties that will keep goods from being imported that can be manufactured here. We would tax imported luxuries and abolish most internal revenues."

## THE UNITED STATES TIRE.

The latest addition to the army of tire manufacturers is that of the United States Tire Co., which was organized last week with a capital of \$500,000. It is a sign of the times, and probably shows the importance attached to the cycle trade by capitalists, when we learn that the chief stockholders of this new tire company are very prominent Wall street men, who, while they are ignorant of the technique of the tire business, are quick to realize the money making possibilities of the inflated tube. In the near future we shall give full details as to the particular merits of the United States tire. The offices and factory of the company will be situated in New York.

## Well Pleased With the Prospects.

Mr. Ernest Bocker, secretary of the Mannesmann Tube Co., Ltd., of Landore, South Wales, England, has been making this country a visit in the interests of his company, and together with D. B. McIlwaine, the New York agent of the Manufacturers & Merchants Warehouse Co., Chicago, has been visiting all the prominent bicycle manufacturers in this country. He returns well pleased with the prospects for a large business this coming season and has the satisfaction of taking with him a number of very large and desirable contracts. Arrangements have been renewed with the Manufacturers & Merchants Warehouse Co., 10 to 24 West Water street, Chicago, who are carrying a large stock of Mannesmann bicycle tubing, to represent their interests in this market as heretofore.

The Manufacturers & Merchants Warehouse Co. will carry in their sample room a full line of bicycle sundries. They are the western agents for the Mannesmann Tube Co., Ltd., and control a good trade among the large bicycle manufacturers, as well as the smaller ones and repair men. As yet they have made no exclusive arrangements, but they have decided to make this move and are now in correspondence with some of the leading manufacturers. They will handle nothing but first-class goods, and as their salesmen reach this trade as far west as the Pacific coast they will without doubt do a large business in the sundry line this coming season.

The Newton Rubber Works have bought out a new tire—the Newton No. 2—which the concern's travelers are already showing to the trade. The quality of the tire and the price at which it is being sold are, it is reported, proving eye-openers.



## TRADE CHANGES.

DETROIT, MICH.—Reindel & Sprung, bicycles, guns, etc., reported dissolved. John M. Reindel succeeds.

BOSTON, MASS.—Cutter, Wood & Stevens, 131 Pearl street, are putting on the market two new polishing and buffing machines for finishing bicycle frames.

PLYMOUTH, IND.—The Marble Cycle Mfg. Co.'s large three-story, brick factory building, was struck by lightning during a recent terrific storm, damaging the valuable machinery.

WEATHERLY, PA.—The Keystone Bicycle Co. are having plans drawn for a large bicycle factory.

TRENTON, N. J.—The White Cycle Co. (Howard M. White), assignment reported. Liabilities \$11,000, estimated assets, \$7,559.50.

READING, PA.—Acme Mfg. Co., successors to Metropolitan company, will double capacity during the next year. The company manufactures the Stormer bicycle.

KITTERY, ME.—The Universal Cycle Co., incorporated by James E. Honson, Frank E. Shapleigh, and Evan N. Higley, all of Sommersworth, N. H. Capital stock \$100,000, will manufacture and deal in bicycles, unicycles, and other forms of velocipedes.

DENVER, COLO.—W. L. Goyett, formerly with the Stokes Mfg. Co., has opened a bicycle repair shop at 734 Eleventh street. Manufacturers of bicycle sundries will do well to address with circulars.

NEW HAVEN, CONN.—The Pope-Mannesmann Co. will apply for a charter, with a capital stock of \$750,000, to have the exclusive right to manufacture seamless bicycle and water tubes in the United States by what is known as the Mannesmann process. Colonel Pope, of the Pope Mfg. Co., will be one of the incorporators.

COWANSVILLE, CAN.—W. F. Vilas, agricultural implement manufacturer of East Farnham, Quebec, announces his intention to establish a large foundry and bicycle factory at this place.

MONTREAL, CAN.—The Donrvn Rubber Reclaiming Co., Limited, is applying for incorporation; incorporated by William Clendenning, W. Currie, W. T. Costigan, and W. D. Lighthall, all of Montreal, and F. Dagenis, of St. Henri, Can., to manufacture rubber goods, and reclaim the rubber from old bicycle tires, and from other wore-out rubber articles. Capital stock, \$100,000.

CHICAGO, ILL.—The Derby Cycle Co., incorporated at Jackson, Mich., with a capital of \$50,000, to manufacture bicycles and tricycles, with prison labor.

PHILADELPHIA, PA.—The Hart Cycle Co. is preparing to remove to larger quarters, at 816 Arch street. The company reports that the August sales are \$700 in excess of the same month last year.

DENVER, COLO.—The Knight Atmore Clothing Co., athletic goods, etc., accepted the agency for E. C. Stearns & Co.'s bicycles.

PLYMOUTH, IND.—The Indiana Novelty Mfg. Co., manufacturers of the Plymouth Interlocked Wood Bicycle rims, have placed agency for Great Britain and the Continent with Messrs. S. Ginterman & Co., of London, England.

CORTLAND, N. Y.—The Hitchcock Mfg. Co., manufacturers of wagons and cutters, are preparing to go extensively into the manufacture of bicycles, turning out 10,000 high-grade wheels during the next year.

PHILADELPHIA, PA.—The Pennsylvania Bicycle Co. will open a branch store at 2315 Spring Garden street, with A. G. Powell in charge. The Warwick, the League Chainless, and the Royal Limited, will be handled together with bicycle sundries.

DENVER, COLO.—The George Mayer Hardware Co., 1714 Lawrence street, opened a bicycle department, and will handle the Tribune. J. S. Van Buskirk is in charge of the repairing business.

HAMBURG, PA.—W. H. Wilhelm & Co. announce their intention to double their output of wheels during the next year. Their new factory building is rapidly approaching completion.

NEW YORK, N. Y.—The League Cycle Company have recently opened branch office at 94 Cortland street, with Elliott Burris in charge.

CLEVELAND, OHIO.—The Cleveland Bicycle Machine Screw Co. will enlarge their present factory. This concern has recently contracted with Gormully & Jeffery Mfg. Co. to furnish steel balls for one-third of the latter company's next year's output.

PHILADELPHIA, PA.—The Americus Cycle Co. succeeds to the business of Joseph d to 1016 Girard avenue.

The Excelsior Needle Co., manufacturers of bicycle spokes, shipments to foreign countries, particularly to England and

the United States Tire Co., incorporated by R. H. Wolff, Caleb H. Leopold Wallack, C. L. Buck, and G. H. Chinnock, to manufacture capital stock \$500,000.

DETROIT, MICH.—The Schulenburg Cycle Co. filed chattel mortgage \$7,847 with Charles Flower, as trustee, covering the stock and business of the company, at 244 Woodward avenue, and the mortgage secures fifty-one creditors, the largest of whom are: Charles Schulenburg, \$3,180, and the Black Mfg. Co., \$2,558.

GRAND RAPIDS, MICH.—Rev. C. B. Whittaker and other clergymen are reporting to be organizing a company to manufacture a new kind of safety bicycle, manipulated by levers and designed to weigh twenty-five pounds.

## Trade Changes in Louisville.

LOUISVILLE, KY., Sept. 27.—The Standard Cycle Co., 616 Fourth avenue has decided to quit the field and will retire on October 1. One of the members of the firm is an employe of the Standard Oil Co., and having no time to attend to the firm, thought it best, in justice to the other member, that he should retire from the field. The other one thought that if the pleasant partnership relations were dissolved that he would retire, so they have disposed of every thing. They have paid all of their claims and have considerable to spare, so that no one will be the loser by the operation.

The Dow Wire Works Co., of 730 West Market, are the latest entries into the fold. They purchased the Imperial and Orient wheels held by the Standard Cycle Co. and will handle these two makes until '95, when they will add one or two others. They are well known in the city, are liberal advertisers and pushers in general, backed by ample capital and ought to command a good trade. They invite correspondence with manufacturers of wheels and sundries.

E. B. Dye & Co., 524 West Main street, wholesale paper dealers, will also handle bicycles in '95, and are now corresponding with several manufacturers in regard to the lines to be handled. Mr. Dye is a young man, energetic, and has made an enviable position for himself in business. Starting five years ago with a very limited capital he built up the largest trade in his line in this city. He proposes to use the diligence in the new line, and invites correspondence with manufacturers whose goods are not represented here.

**WANTED**—To represent a good bicycle house, by a man of several years experience on the road. SALESMAN, care THE BEARINGS PUB. CO.

## GUARANTEES.

In America, perhaps, more than on this side, purchasers of cycles insist upon their purchases being guaranteed, but there are enormous numbers of English riders who want guaranteed cycles, and are not happy till they get them. We would like to ask such riders if they have ever paused to consider what a guarantee is worth. To our mind, it is of very little value indeed, and depends entirely upon the honesty, credit, and straightforwardness of the guarantor. The guarantee of a shady or "long" firm is not worth the paper upon which it is written, and there are very few cases of cycle failure through bad material or bad workmanship that can be really proved, if the maker thoroughly means to get out his warranty if he anyhow can.

In nine cases out of ten the rider has not sufficient technical knowledge to be able to ascertain the true cause of the mishap, and unless he cares to go to extra expense, he must abide by the verdict of the maker of the machine. Thus it will be seen that a guarantee means very little if anything at all. The best way is to deal with a firm of standing and reputation, for this avoids all need of bothering about a warranty, and should anything go wrong with the machine made by a firm of standing, they will be only too glad to put it right for their own credit's sake. So that, all things considered, a rider is just as well off without a guarantee as with it, provided that he takes care to deal with an honest concern.—*The Wheeler.*

## WILL MAKE HIGH-GRADE BICYCLES.

R. H. Wolff & Co., Ltd., the large steel manufacturers of Harlem, New York city, have for some twelve months past been preparing for the manufacture of high-grade bicycles on a large scale. A portion of their extensive factories, amounting to 100,000 square feet, is being devoted to the manufacture of bicycles alone, and a very large quantity of the very latest improved machinery is now running fully equipped. Some of the features of the Wolff American bicycle are a number of patent devices of high merit, which will be appreciated by all lovers of the cycle. Their ordinary road wheel will weigh about twenty-two pounds. Their heaviest wheel will not exceed twenty-five pounds.

## BIDS WANTED.

Bids are wanted for the programme of the cycle exhibit of the National Cycle Exhibition Co., to be held January 7 to 12, 1895. Specifications and other particulars may be obtained of the secretary, room 560, 334 Dearborn street.

## Will Handle Wheels Next Year.

E. B. Dye & Co., of Louisville, have just secured the services of M. T. Callahan to manage their wheel department. They expect to make this an especial line next season, and expect to devote some capital and labor to it. They are anxious to secure the agency for '95 for a couple of more brands, or high-grade wheels, sundries, etc. Dye & Co. have the largest wholesale and retail paper business in Louisville, controlling an extensive southern trade, as well as the greater part of the local trade, and for that reason are able to reach a great many possible purchasers.

## Plumb Leaves the Ariel.

C. H. Plumb, manager of the Chicago branch of the Ariel Cycle Co., resigned his position last Tuesday and will take a much-needed vacation. From a small beginning Mr. Plumb built up a business in Chicago that is only surpassed by one or two big firms. He is a hard worker and the Ariel company will feel his loss.

If merit counts the Straus elastic tire will be well to the front next year. It has been "worked" in a rather quiet fashion this season, but has not been found wanting. The principle of its construction and the fabric used is such that speed will always be one of its strong points, while the option of either a single or an inner tube tire, which the makers offer, is calculated to add to its popularity. Mr. Straus, the inventor of the tire, is an old hand at the game; few men in the business more readily appreciate "what's what" in tires.

The Eastern Rubber Mfg. Co., of Trenton, N. J., are continually adding improvements to tire parts. They now come out with a mechanical fastener to take the place of rim cement. The 1895 valve is made so that the inside parts can be gotten at from the tops without one removing the valve from the stem, and is always so as to operate perfectly with a pump having the regular connection or those used on M. & W. pumps; either pump operates the valve.

William Hamilton, the Denver cracker-jack, better known as the "Western Wizard," has been engaged by the Syracuse Cycle Co. to travel for them this fall and winter. Hamilton who is one of the fastest road riders in the country, is a modest, self-educated young man of much ambition and deserves success in his new undertaking. No doubt he will make his mark with the Syracuse people.

C. E. Jones, of the South Side Cycling Club, Chicago, is about to start on a bicycle tour through the southern states. He is anxious to represent same manufacturer on his tour.



## ENGLISH TRADE NOTES.

LONDON, Sept. 15.—Wooden rims have not taken with the public over here during the past season despite the many efforts which have been made to introduce them, and I am, therefore, rather surprised to note that an English firm has now started the manufacture of an English wooden rim. The wood is ash and is joined after the manner of the Plymouth rim. I feel perfectly convinced that such rims will never come into general use here, if only on account of our delightfully variable climate. However, the experiment made by the Birch Pneumatic Tire & Wood Rim Co., of Leeds, is worthy of note, if only to show that wood rims will at any rate have a fair trial.

Another attempt to introduce a paraffine cycle lamp has just been made, but as this event happens to be a good old annual I don't see any reason to expect that the new lamp will meet with success. The fact is that our present lamps are quite good enough for all practical purposes and until we get a really reliable and cheap electric cycle lamp we are not likely to change.

Desperate attempts are apparently being made to float the Coventry combination scheme, and one or two of the English wheel journals still seem to look upon the matter as far from settled. I was at Coventry last week and had plenty of opportunities of hearing a good deal of the affair and had several conversations with the head of one of the firms said to be in the arrangement. From information then received I don't believe that the combination will ever come off, in spite of the fact that it has been only registered.

*The Cyclist* this week has a leader on the position of saddles strongly advocating the adoption of the forward position which has this year been somewhat apparent. I must say that I do not agree with Mr. Sturmev in the matter, as I do not think that the absurd attitude assumed by so many riders is in any way connected with the position of the saddles. The fact is that the handlebars are as a rule placed far too low. I am convinced that greater speed and far more ease is attained with the saddle far back than is possible where a vertical position is adopted. I know of one firm which is putting on an entirely new pattern ladies' safety for next season whereon the saddle will be far further back than is usual on such machines, but then the handles will be higher and also further back which makes all the difference.

A small improvement has recently been made in the Dunlop valve, which will be a great boon to riders of that tire. The end of the valve which screws into the pump is now made slightly conical, so that when the inflater is screwed on it presses into the washer and makes a perfectly airtight joint and at the same time prevents risk of breakage. It is in these little matters that the future improvements in tires depend.

More complaints have been made during the past week of broken chains, and it is very evident that the matter must be seriously considered before next season. It seems to me an extraordinary thing that, in these days of gear-cases and carefully protected chains, such accidents should take place. I am afraid that the quality of many of the chains used is not so good as it was when gear-cases did not exist. By the way, Mr. Appleby, who should be an authority on such matters, pens a letter to *The Cyclist* on the subject, in which he makes the somewhat extraordinary statement that if a chain is run loose the gearing of a machine will be altered. This is indeed a new discovery and I am looking forward to further particulars with considerable interest. If Mr. Appleby is right—and I don't say he is—we may be on the eve of a new and exceedingly cheap two-speed gear.

Messrs. Humber & Co., are, I am told, putting a new pattern frame upon the market for next season. I have seen the drawings and have ridden the trial machine, and am of opinion that it will create a sensation, at any rate so far as ladies' machines are concerned. Two new pattern tandem safeties will also be manufactured by the big firm to meet next season's demand. By the way, the tandem safety is undoubtedly the coming form of cycle here so far as double cycling is concerned, and the tandem tricycle is practically dead and buried.

A great deal is being written and published in the cycling journals about the trade outlook, and there is evidently at last a feeling abroad that something must speedily be done to place matters on a more business-like footing. I am glad to note this and hope that some good will result from the words of wisdom which have been spoken. The Cycle Agents' Union may do some good, but already there is the question being raised as to what constitutes a genuine cycle agent.

I am told that the rights of the Sudworth gear have been transferred to the Boudard company. If this is so I presume that all similar contrivances will also be bought up. Verily there should be a good time coming for inventors.

The Coventry Machinists' Co. always seems to secure high-class patronage, and now the old established firm—in many respects the pioneers of the trade—has been favored with the order of Mr. Rider Haggard, the

novelist, who is taking to the sport. The North Road Club's 24-hour road race is taking place today, but there is apparently but little interest being taken in the event compared to former years. Advertisements are evidently to come by long-distance path racing in future, and the trade is finding that those events pay best. From a sporting point of view I am sorry that this should be the case.

WILL O' THE WISP.

## NEW YORK TRADE.

NEW YORK, Sept. 24.—Percy E. Snyder, uptown agent for Cleveland and Syracuse bicycles, situated on the Grand Circle at Fifty-ninth street and Eighth avenue, reports himself as thoroughly satisfied with the past season's business and thinks that the prospects for a big year in 1895 are exceedingly bright. Snyder has given up the renting of wheels, which was such a large part of his business during the early months of this year. He will not have such a department to his business at all next year. A complete line of sundries is always carried, while his repair shop is one of the most complete in the city.

F. W. Aymar is located directly next door to Snyder; he carries Remingtons exclusively, which are sold on a most convenient installment plan which has gained for him many customers. Next year he intends running things exactly as he has during the present season, which has been entirely satisfactory.

E. F. Cunningham, the good-natured manager of *Storiettes*, has decided to enlarge the magazine, beginning probably with the next issue. Hereafter it will be larger in point of reading matter than either *Century* or *Outing*. Bicycle stories of adventure and touring will be one of the features of *Storiettes* in its enlarged form.

W. H. Webster, manager of the bicycle and athletic goods department of W. C. Hodgkins & Co., 300 Broadway, has sold more Crawford wheels this year than any other two agents for that wheel in New York state. The Unions, which are also carried by this firm, have had a huge sale since spring, all of which proves that whether the public wants a low-priced or a high-priced wheel, they know where to go to get their money's worth. Mr. Webster wishes it to be understood that the wheels which Sanger and Tyler ride are not specially constructed ones, but stock machines such as can be purchased at any Union agency.

The American Ormonde Cycle Co., 10 Barclay street, are offering some decided bargains in Raleighs, Ormondes, and other well-known makes. The prices range from \$35 to \$65 for brand new bicycles, with all improvements. The amount of business transacted by this company is astonishing.

But the record-breaker of the year in sales and general success has been Alexander Schwalbach and his "Liberty Hall," 1217-19-21 Bedford avenue, Brooklyn. This branch of the Wilson-Myers Co. was opened just six months ago with a grand hurrah which is Mr. Schwalbach's idea of doing business. A look over the books show that since the opening over seven hundred wheels

have been sold out of the store, not to speak of the awfully long period of rain in this section of the country at the beginning of the year, and immediately after the opening of the store. A record to be proud of has also been made in the riding school at Liberty Hall, where 1,376 lessons have been given since the school began operations, in addition to which over two thousand complimentary lessons have been given.

Ira L. Wood, who was formerly with Ira Perego & Co., 23 Park Row, before that firm assigned, has connected himself with the Overman Wheel Co.'s branch here, where he presides over the athletic goods department. Wood is a southerner, every inch of him, and reminds one forcibly of Prince Wells, of Louisville, or Percy Stone, of St. Louis. With such a composite make-up he can not help being the good fellow that he is, popular and energetic, and just the man to boom the Athletic goods of the Overman Wheel Co.

The Park Row Cycle Co., 21 Park Row, is selling sundries of every description at cost. This may not seem true and yet it is a fact, these people taking this means of advertising themselves and the grand bargains in wheels to be found with them. As an example of their prices in sundries, trouser guards are going at 5 cents per pair; nicked Midget bells at 15 cents, and complete repair kits in nickel-plated cases, containing all necessary articles for any kind of a repair, 25 cents. C. F. Benedict, who was originally with W. B. Richards, in the management of the business, has severed his connection with the concern which is now run entirely by Mr. Richards.

Alfred Coningsby, maker and repairer of bicycles, has taken the sub-agency for Ramblers in Brooklyn, where he is located at 226 Flatbush avenue. This has been the busiest month of the entire season with him and he has been compelled to put more men into his repair shop to turn out the work, as so much of it comes in. In addition to his Rambler business and repair shop he builds wheels to order and alters others to reach. "Pop," as he is generally known, is a thorough mechanic and knows the

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**  
**OUR 52 TIRE WEIGHS 1 1/2 POUNDS**  
GUARANTEED FOR THE ROAD.  
THEY ARE WINNING SOME.  
HAVE YOU NOTICED IT?  
**MORGAN & WRIGHT**  
CHICAGO



minutest details of every tire and wheel that is made, either in America or England.

Louis Rosenfeld & Co., makers of the celebrated Hy-Lo changeable gear, have fitted up a thorough machine shop on the floor just over the company's office on Warren street, where the gears are made and being turned out in quantities sufficient to supply the demand. Every rider who has tried the Hy-Lo on his machine is enthusiastic in his praises of it, a large majority of them never again feeling satisfied with the ordinary gearing. As hill climbers the Hy-Lo gears are simply perfection.

The New York *Recorder* of last Sunday printed a full-page advertisement of A. G. Spalding & Co., in which appears the cuts of F. J. Titus, W. H. Wells, manager, and W. B. Young, trainer. It makes a most attractive feature of the paper and the Spaldings deserve great credit for giving Titus, Wells, and Young a notice in their advertisements, as they do. Most makers ignore the men who make the name for the wheel, but A. G. Spalding & Bros. do not belong to that breed. Wells has proven himself a good manager of the team, just the man to handle a champion, such as F. J. Titus has proven himself to be. W. B. Young—every one likes him for his happy-go-lucky manners. His everlasting advice to Titus is, "Let me do all the worrying—all you have got to do is to ride as I tell you." And that Titus obeys him is shown by the string of records which he has made during the season. Young is a grand general in his work and can gauge his man's pace to the fraction of a second.

The new tires being shown by the New York Belting & Packing Co., 13-15 Park Row, are beauties indeed. The racing tires weigh but three pounds per pair.

The newest addition to the local trade is the J. B. Brown Cycle Co., situated at 307 Canal street. They will do a strictly cash-basis business only, but their prices will be so low that there will not be much difference between paying the first installment on your wheel at an ordinary house and buying one outright from the Brown company.

#### BALD'S RIDING.

E. C. Bald, of the Columbia team, covered himself with glory in the meet at Springfield by materially lowering two of the world's competitive records, the three-quarter mile and the mile. This, added to the half-mile world's record, which he already held, made at Denver under the peculiar difficulties arising from that climate, makes a list which both he and the Pope Mfg. Co., whose machine and single tube tires he rides, may well be proud of. One minute for the half, 1:36 $\frac{3}{4}$  for the three-quarters, and 2:05 $\frac{3}{4}$  for the mile is traveling which bothers all the flyers. The Columbia people and Bald may well congratulate themselves on his records on the Columbia

bicycle in competition. Three in a season, won under great difficulties, are a good year's work for any machine for any man.—Hartford *Courant*.

#### Mr. Pope Abroad.

Last week we had the pleasure of a call from Mr. Edward Pope, the treasurer of the great Pope Mfg. Co., of America. A chat with him on matters cycular revealed the fact that across the pond much the same state of things prevails as is the case over here. This, of course, was only to be expected; but there are points on which the two countries do not think alike. For instance, in America the riders will have the very lightest machines obtainable, and it is quite a common thing to find machines of twenty pounds being ridden about the roads by riders who certainly can not be classed as expert; and some firms even pander so far to this desire for abnormally light machines as to recommend their featherweights for general use.

Sooner or later a day of reckoning will come, and then some people will be sorry they spoke, for when a light machine does start in the breaking-up business, it goes right through with the job. Then, on the other side, nearly every race-giving club expects the makers to weigh in with prizes, and not such things as saddles, pedals, or accessories, but finished machines complete, and the firm that does not accede to this demand finds a sort of small boycott against his machines in the district. So much is this the case that in the year it becomes quite a heavy tax on the manufacturers. We are glad to think that such a state of things does not obtain here. If any of our makers care to weigh in with a prize for, or donation toward the prize fund of, any meeting it is done entirely at their own free will, and there is no sort of compulsion about it at all.

We also learn that the chief reason why American riders have not adopted the gear-case is because they jib at any added weight on their cycles! They evidently have to learn the big lesson that the whole art and pastime of cycling is not comprised in the one word weight, and they may be surprised to learn that reduction of avoirdupois does not always mean a gain in either case of driving or in pace. This is certainly the case with gear covers, and when they can gain so much ease and sweetness of running by the addition of half a pound extra, why should America wait?—*The Wheeler*.

#### THE WESTERN TRAIL

is published quarterly by the Chicago Rock Island & Pacific Railway.

It tells how to get a farm in the west, and it will be sent to you gratis for one year. Send name and address to "Editor Western Trail, Chicago," and receive it one year free.

JOHN SEBASTIN, G. P. A.

**THE 1895 SUN**

**WEIGHTS, 17 TO 25 POUNDS**

**SAMPLES NOW READY**

**EAGLE**

ALUMINUM RIMS

NOT HOW CHEAP BUT HOW GOOD

NOT HOW CHEAP BUT HOW GOOD



# THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. X  
No. 10

....CHICAGO, OCT. 5, 1894....

## WORLD'S RECORDS.

One-Mile  
Standing  
Start

.....  
**1:57<sup>3</sup>/<sub>5</sub>**  
.....

At Waltham,  
Aug. 4,  
made by  
H. C. Tyler.



W. C. SANGER.

One-Mile  
Unpaced  
Record

.....  
**2:07<sup>1</sup>/<sub>5</sub>**  
.....

At Springfield,  
Sept. 12,  
made by  
W. C. Sanger.

**ON A UNION.**

Union Cycle Mfg. Co., 239 Columbus Ave., Boston, Mass.

Branches: PHILADELPHIA, CHICAGO.



# NEXT MORNING



when thirst and an expanded head  
proclaim the dawn of another day,

## IT MAY OCCUR TO YOU

That possibly your tire was to blame,  
and made you work too hard.

---

# WHY NOT RIDE A "G. & J." OR "AKRON" TIRE

AND TAKE NO CHANCES?

---

MANUFACTURED BY

## THE B. F. GOODRICH CO.

Selling Agents:

THE COLUMBIA RUBBER WORKS CO.

NEW YORK—65 Reade St.

CHICAGO—159 Lake St.

AKRON RUBBER  
WORKS

AKRON, OHIO.





## FOOTBALL PLAYERS

Should become acquainted with Victor Athletic Goods. For completeness, playable qualities, and up-to-date improvements, our football line stands at the head. We equip clubs with football suits and supplies including sweaters, canvas jackets, jerseys, moleskin or canvas pants, belts, stockings, shoes, shin guards, nose masks, etc.

# The Victor Football

Has many advantages over the ordinary football. Its material and construction are such that it will keep the original shape longer than any other ball, and this, together with the fact that it contains a valve—with pump furnished for inflation, makes it

## The Most Popular Football on the Market.

Price, Victor International or Association Football, \$4.00.



OVERMAN  
WHEEL  
COMPANY

**VICTOR**  
**BICYCLES**

HIGHEST GRADE  
HONESTLY MADE



BOSTON.  
NEW YORK, CHICAGO.  
PHILADELPHIA,  
DETROIT, — DENVER.  
—  
PACIFIC COAST:  
— SAN FRANCISCO. —  
LOS ANGELES.  
PORTLAND.





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THE MOST POPULAR WHEEL FOR LADIES IS THE

# Crescent No. 4

FITTED WITH WOOD RIMS.

28 INCH WHEELS. M. & W. PNEUMATIC TIRES. GEARED TO 60 INCHES.

Specially designed for the exclusive use of lady riders.

**\$80.**

We have demonstrated that FIRST-CLASS BICYCLES can be made and sold at moderate prices

EVERY CRESCENT GUARANTEED.

**WESTERN WHEEL WORKS,**  
MAKERS,

FACTORY,  
CHICAGO.

.....  
MENTION THE BEARINGS.

EASTERN BRANCH,  
35 BARCLAY ST., N. Y.



# Fictitious Records

## THE WORLD'S RECORD FOR ONE HOUR

Was not broken at Springfield during the late meet—it still stands at 26 miles 1640 yards, and

WAS MADE  
BY  
M. DUBOIS  
ON  
DUNLOP TIRES.

## ALL THE WORLD'S RECORDS

FROM 110 TO 460 MILES  
ARE HELD ON

## DUNLOP TIRES

The New Table of Canadian Records  
recently established by F. F. Radway,

WAS MADE ON DUNLOP  
TIRES.

Are never  
claimed for the  
DUNLOP.



He got on

## DUNLOP TIRES

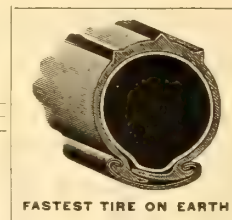
and went right down to Philadelphia and made that  
half mile in 59 seconds (best time for Tioga track).

# American Dunlop Tire Co.

CANADIAN BRANCH:  
36-38 Lombard St., Toronto.

504-506 West Fourteenth St.,  
NEW YORK.





## WHAT'S YOUR CLASS ?

If you simply outclass your competitors—have a cinch on first places—it doesn't matter so much what tires and wheel you use. You could win on anything. That's the "Class B" of it. BUT—

## IF YOU MUST SCRATCH

gravel to wrest coveted prizes from your equals, that's quite different. Then you must look to details—tires for instance. "The fastest tire on earth" is none too good. Evidently a large proportion of "Class A" riders have looked into details a bit, and

## USE "G. & J." RACING TIRES.

Since last report there have been won on "G. & J." Tires on RAMBLERS ALONE (and reports have been meager)

## 228 PRIZES

including 100 FIRSTS, 60 SECONDS, 45 THIRDS, 8 FIRST TIME. Of this number more than 75 per cent were won by riders in "Class A," who studied tires, ride with their peers,

## AND WIN.

THE "G. & J. TIRE MANUAL" TELLS WHY. WRITE FOR IT.

## GORMULLY & JEFFERY MFG. CO.

CHICAGO, 85 Madison St.

BOSTON, 174 Columbus Ave.

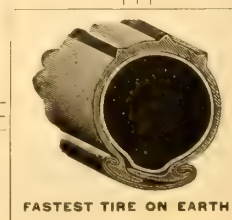
NEW YORK, Cor. 57th St. and Broadway.

WASHINGTON, 1325 14th St., N. W.

COVENTRY, ENG., 29 Union St.

BROOKLYN, 419-421 Flatbush Ave.

DETROIT, MICH., Detroit Bicycle Co., 201 Woodward Ave.

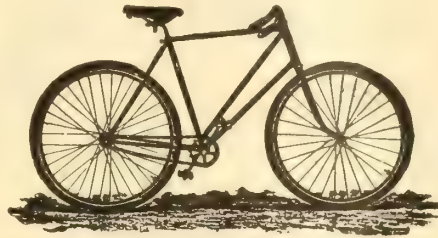




# "THE WINTON IS A WINNER"

Breaking records is all very good, but breaking bicycles is different. We have done our share of the former this season, but out of the thousands of our wheels in use, we have not had a solitary one go down.

THAT IS  
A RECORD FOR YOU.



SCIENTIFIC  
CONSTRUCTION COUNTS.

Winton riders are happy; so are our agents. Catalogue free.

THE WINTON BICYCLE CO., 108 PERKINS AVE.,  
CLEVELAND, OHIO.

Mention The Bearings

High  
in  
Quality  
and  
Finish.

# Stormer Bicycles

Low  
in  
Weight  
and  
Price.

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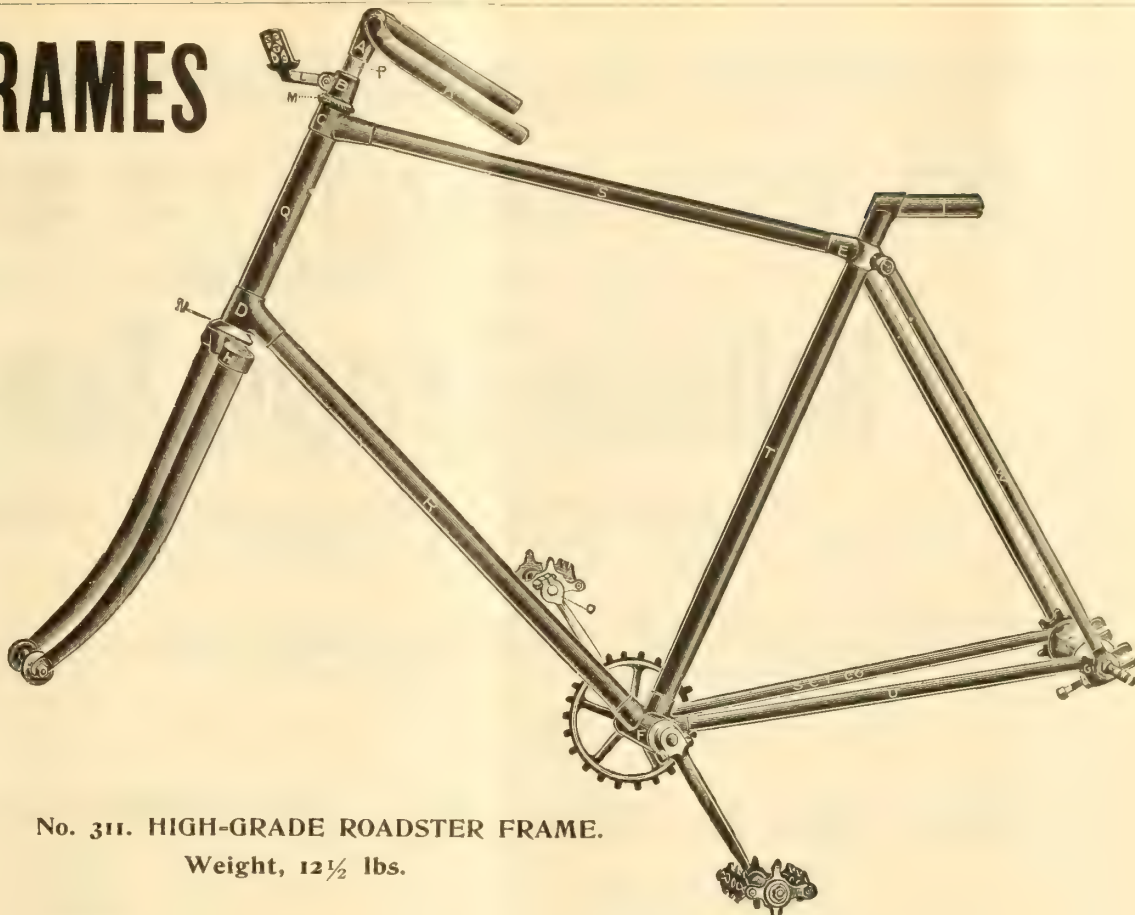
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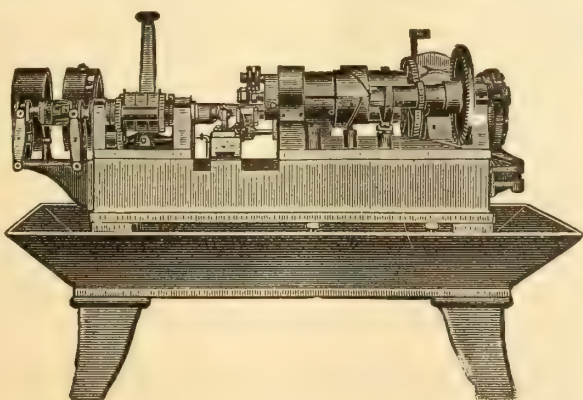
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GEORGE L. WEILER  
"Built like a watch."

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The combination seems to work well in Utah, where George L. Weiler and his 20 lb. STERLING have carried everything before them this season. Since May 30th, Weiler has won 14 firsts, 10 seconds, and 4 thirds. He has won five time prizes and has lowered different Utah records no less than eleven times this year. He has won the quarter mile and five mile Utah championships, and on Sept. 29th, reduced the state record in competition to 2:23 1/2. Weiler and the STERLING are the high-cock-alo 'ums of cycling in Utah. They rule the roost.

## American 24-Hour Road Record.

At Washington, September 24, Mr. John J. Fister on a 20-pound STERLING, broke the record, which has stood for over two years, by riding 311 1/2 miles. Wheel and rider in perfect condition at the finish, so the telegram read. We shall have something to say about Fister and his STERLING next week. Have also a big batch of STERLING wins on both road and track to fire at you. In the meantime, get in your order for one of those new light ones. They are creating a stir all over the country.

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which is used in actual hard racing is that shown in the above illustration (a good photo reproduction of THE man, THE wheel, and THE tire), and is used by Mr. Julian P. Bliss in his competition and record-breaking work. Its actual scale weight is 14¼ pounds. It is

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# THE BEARINGS

Vol X  
No 10

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, OCTOBER 5, 1894.

## FASTEST MILE ON RECORD.

**John S. Johnson Rides a Mile in the Phenomenal Time of 1:50 3-5**  
—Story of his Great Ride.

WALTHAM, Sept. 28.—At the Waltham track this afternoon John S. Johnson rode the fastest mile ever ridden on a bicycle on any track in the world. He rode 5,280 feet in 1:50 $\frac{3}{5}$ , or an average of forty-eight feet every second. He went from a flying start. He was paced by three tandem teams, one of which was so badly bruised that its members had to be carried home in a carriage. He now holds the world's record for the flying paced mile and has the distinction of having traveled faster than any other man has ever traveled on a wheel.

John S. Johnson is nothing if not plucky and courageous. Few men making three failures to break a record would have gotten up on the fourth day in the face of a strong wind, and having two men on the first third tandem so badly out of condition that they could hardly walk. It takes nerve to do a thing of that sort. But that is the sort of a chap Johnny Johnson is. Throughout

### His Career as a Racing Cyclist,

this has been his chief characteristic—his invincible courage and his absolute confidence in his trainer, Tom Eck, to whom much praise should be given, and his own power.

Saturday, Monday, and Thursday and their failures from various causes were as nothing with Johnson. Yesterday was but another day for him. He took the opportunity and made the mark. The men got to the track a bit earlier yesterday afternoon than usual. They were not going to allow the sun to sink out of sight behind the grand stand again before they got down to work.

When the officials arrived at 3 o'clock the men were already on the cots, some of them resting, some of them being rubbed by the handlers, and some tinkering the pacing tandems. What wind there was came in fits and starts, and what a sailor would call "flawy." Tom Eck was everywhere. Johnson was confident as ever, and there was an unmistakable air of assurance about the place, which has been wanting on the other days of the trials. It is inexpressible and indescribable, but there was a certain something there yesterday which was not there on the other three days. The officials remarked this, as did the rubbers and handlers.

The air was warm, and the sun streaming onto the beautiful park lit up the green of the new grass and made a brilliant setting to the gem of the track itself. The hills surround it, and their wooded sides told the story of advancing autumn. Everybody told Eck that he might wait a long time and not get another such perfect day. He ran out every now and then, and held his handkerchief in the wind and watched it blow and sag with a scientific eye. Nobody touched Johnson but himself. Tom was

### Out for a Record This Time,

and he did not let a thing go by in the chance of getting it. But one thing was untoward, and that was the absence of the two boys, and they are literally that, who have been riding the first tandem in practice, Mayo and Saunders. This was unfortunate, and, while another scrub team might have been picked up, nothing quite so reliable and fast as they could have been gotten up. Their trainer sent over to the house where they are living and reported that both were in bed and he did not think they ought to ride. Each man is a mass of bruises and scars; and it is almost impossible to find a small patch of clean skin on either of them. Imagine the shout that went up when they hobbled into the quarters in about half an hour and announced their intention of riding if it took their legs off. Eck did not insist on their riding. In fact, he was rather doubtful as to the advisability of it. But the boys were not to be put off by anything like that. They imbibed some of the enthusiasm that was plenty in the quarters and painfully got into their racing togs.

Meanwhile, the pacing teams were warming up round the track, pushing each other fast quarters and giving ambitious singles a tussle. A few people who had nothing else to do straggled in through the gates. The official sanction granted by the Racing Board allowed the record with the presence of an L. A. W. representative and the necessary officials.

### It Is Tiresome Work

this waiting for just the right time for record work. And yesterday was not

all that the record crank demands for perfect conditions. Harley Davidson made some successful attempts at Class A marks before Johnson went for the mile, and by the time the champion got ready to go, the wind had strengthened. About 4 o'clock the impatient few in the stand and on the bleachers saw the compact little bevy of officials saunter across the green grass to the tape and they began to get interested. They knew that something was going to happen. When they saw the red suit of Davidson instead of the seal gray of Johnson, they were a bit disappointed and wanted to know if "Johnson was not going this afternoon." Davidson went first for the Class A marks for the flying third and quarter with pacers. He broke them both easily. Fred Allen held them both before and made them at Springfield, September 5 of this year. Davidson did the quarter in :27 $\frac{1}{2}$  and the third in :36 $\frac{1}{2}$ . The existing marks were :27 $\frac{3}{4}$  for the quarter, and :37 $\frac{3}{4}$  for the third. He was paced by Callahan and O'Connor on a tandem. After a moment's rest he did the standing third in the record time of :41 with the same pacemakers. The previous mark was :43. Then the quarters subsided again, and the crowd was left to wonder and speculate while the lucky officials ate sandwiches and drank coffee.

### Hotter Than the Record Gait.

The son of Denman Thompson was present and was enlightened as to bicycle records by the enthusiasts there. He was much interested and his name goes to the Racing Board at a witness.

About 4:30 the little crowd on the platform of the training quarters gathered around something. Soon it broke and Mayo and Saunders came out of it. They moved with apparent ease, but every movement of their legs caused them intense pain. It is hardly possible to speak in terms of praise high enough of these two "kids." Their set faces and gritted teeth showed what it cost them, and the hearty applause that the group of officials gave them was gratefully acknowledged. Then next came another tandem team in brilliant burnt orange suits, Charles and Louis Callahan, of Buffalo. Next came "Charl" Murphy and Steenson on the last tandem. When they had circled the track a couple of times Johnson came out. He looked, and was in fact, in the pink of condition. His perfectly trained body showed the science and method of a successful handler and he looked in every way fit for the great task before him. When he set out he had to ride a mile in faster time than 1:52 $\frac{3}{4}$ , which was the time consumed by J. P. Bliss at Springfield, September 6 this year in doing the same thing. It was a terrible task and a stiff mark to ride to, but there was

### No Wavering and no Hesitation.

On the second time about the circle Johnson signaled that he was ready to go, and the officials arranged themselves for their duties. Tom Eck stationed himself at the back, Billy Corcoran went up the stretch toward the upper turn, and various handlers were distributed at other points along the track. The procession formed half way down the back, and began to get under way as they forged toward the turn. Mayo and Saunders were first, with the Callahan brothers behind them, the men on each tandem leaning way over to break the wind, and bent like a bow over the yellow frame of his flying wheel, Johnson was tacked on to the second double so closely that had they slowed up the fraction of a second he must have ticked them and been thrown from his wheel. Urged on by the hoarse shouts of the regulators about the track, the men swung high on the banking of the turn, and came down the slight incline of the turn into the stretch going at top speed. On the tape crouched the starter, Ed Thayer, and when Johnson crossed the tape, going forty-eight feet every second, the pistol spoke and he was off on his ride.

The third and final tandem was stationed by the training quarters on the back ready to be pushed off at the right moment. Johnson was riding well within himself and in perfect form. His body hugged the wheel motionless and unwavering from the waist up. His legs kicking the pedals with almost incredible swiftness still worked in the perfection of form, that thing so dear to the heart of the trainer. There was no tugging of the body, no throwing of the head or shoulders from side to side. It was the ease with which the thing was done that made it at once beautiful and wonderful. It was the ease of a great power, the result of weeks and months of patient training, and scientific employment of methods.

### The Tandems Carried Him Beautifully,

Saunders and Mayo worked with a will and cut a terrific pace. Close behind



were the Callahans, Louis on the back seat with his head on his brother's back, and Johnson telling them to go faster all the time. A sensational element was lent to the trial by the fact that not a single intermediate distance was done in record time, and it was not till the last quarter that the mark became an assured thing to those holding watches on it.

As they smashed into the stretch on the first lap Corcoran yelled at them "duck your heads." At the third and the tape the first tandem, Mayo and Saunders, swung out and slid round to quarters for a rub, which they stood much in need of. A carriage in waiting at the door conveyed them back to bed again.

Now there was only the orange suits of the Callahans in front, and all working like well-oiled machinery. There was now not a sound in the oval. Everybody was breathless. The men watching the marks at the intermediate distances yelled to the pacers and Johnson to hit up the pace, as they realized that a gain would have to be made somewhere if the mark went. Past the two-thirds they went.

On the second lap Murphy and Steenson on the last tandem had been started, and were slowly moving down the back to the turn, where the pick-up was begun. It seemed to the frenzied watchers as if these men would have to move faster if they did not want to make a bull. But "Charl" Murphy has not been riding wheels all these years to make a failure of picking up a man now. Looking over his shoulder he gauged his man to a nicety. Johnson and the Callahans were swooping down on the last tandem

#### Like a Cyclone Out of the Hills,

but Murphy never flinched. He knew his man and the speed he was going. He knew his own power, and what is best, he knew just the instant to kick the hardest, and the instant when the Callahans would swing into the open and leave the man to him. That moment came just as the whole outfit had gotten squared away for the last lap in the homestretch. Then and not till then did the Callahans swing wide and the last tandem take their man under their wings for the rush home. It was perfect. A shout went up from the watchers.

Now came the desperate moment when the speed must be increased if the mark was to be lowered. Tom Eck shouted. The tandem responded and passing the three-quarter post and turning the back for the last time it seemed as if the wheels hardly touched the ground. The timers, before doubtful, now knew for a certainty that some notches would be cut from the mark. The transformation was so sudden and so startling that the effect on all was electrical. The only calm men in the park were the three timers, and be it said to their credit they preserved their presence of mind under a trying pressure and great excitement.

The men had been going fast before. They flew now. Now they are at the turn. No more turns to pass, no more pick-ups to make, no more calculations to make, nothing more but a rush home and a final supreme effort, and a magnificent burst of energy.

Would it come? Yes. Had the crowd not been shouting, they might have heard the quiet spoken word of Johnson to his pacer to swing wide. They obeyed and straightening his back he lifted his wheel with arms and shoulders and,

#### As a Racer Lifts His Horse

over the hurdle, he lifted the yellow wheel over the tape. The pacers trailed in twenty-five feet in the rear. A certain delighted young woman smiled on Johnny from one of the boxes, and as the boy came round again to find out the time he was surrounded by officials and all who wanted a chance to shake him by the hand.

With the modesty, which is his characteristic, he bore his honors, and most grateful of all was the congratulations of Harry Tyler, one of the timers and who is looking for the same mark himself. Commenting on it afterward, Tyler said, "It was certainly a wonderful performance."

And indeed it was. There is on record a mile ridden in the south with horses as pacemakers of 1:51, made by Mike Dirnberger last winter. But this record never was accepted by the Racing Board. Still it was up to yesterday the fastest mile ever ridden on a wheel.

Waltham has again taken from Springfield her best record. Bliss held the mark.

The timers coincided in their times and were all men of much experience in clocking bicycle events. They announced the intermediate times as follows: Quarter, :27; one-third, :36%; one-half, :55; two-thirds, 1:13%; three-quarters, 1:23; mile, 1:50%.

A little later Johnson made an attempt to break the world's record for a mile, standing start, but failed, as his last tandem pacers ran away from him. He gave it up, but nowhere was he anywhere near record.

The men who had the trial in charge were as follows: G. L. Sullivan, referee; Ed Thayer, starter; C. W. Fourdrinier, A. F. H. Emerson, and Arthur Sidwell, judges; J. E. Saville, H. B. Weston, and Harry Tyler, timers.

It was a great day in bicycle history.

#### CLASS A RECORDS BROKEN.

WALTHAM, Sept. 27.—After three long weary days of waiting for a good day, the record-breakers camping at Waltham, succeeded this afternoon in gathering in three. One was a world's record, and the other two were Class A marks. Hon. Josiah Quincy lent weight to the occasion, being present to witness a performance on his high-gear wheel. He judged the trials, and

his name was signed on the claims which go to the Racing Board as official claims for the marks.

Monday, Tuesday, and Wednesday were so cold and windy that the men, Johnson and Tyler, knew it would be useless to try for any marks. The wind is strong enough to cut seconds off the existing records, and it is high impossible for a man finely trained with supple muscles to ride in good time and form. The conditions today were nearer perfect, although not of the very best. The air and sun were warm, and the wind was not very heavy.

Harley Davidson, the Class A crack from Toronto, who has been riding some in the states for the last month, created new marks for the Class A half-mile paced, both standing and flying starts. He was paced in both attempts by L. P. Callahan and P. J. O'Connor. The first performance was the flying start and this he

#### Accomplished With Ease,

going the distance in :57%. The best previous time was made by Williamson at Springfield in :58%.

Johnny Johnson made another attempt at the flying-mile mark of 1:52%, but failed again, going in 1:53%. There were two reasons why he did not succeed. The first was an accident which happened in the morning to his regular pacers. Mayo and Saunders have been riding the tandem for the first third. Yesterday morning they were carrying Murphy a fast third when the tire of the front wheel of the tandem burst, throwing them to the ground heavily. Both men were badly bruised and cut up and were in no condition to do any pacing in the afternoon. As substitutes, Cutter and Steenson were put in, and neither of the men are up to Saunders and Mayo so far as coaching goes. The third shows the difference. It was :37%. Mayo and Saunders have been riding thirds repeatedly in :35 and a trifle over.

The other reason was the fact that Johnson waited till the sun had left the track and the air began to get cold. These two circumstances together undoubtedly stopped him. But he was not discouraged at all and said as the officials were leaving the track, "I am not at all discouraged; come up tomorrow and if it is a good day and the boys are fit, I will have another go at it."

He was paced in his attempt by Cutter and Steenson, the Callahan brothers, and Murphy and Butler, who carried him the last third, and made a very clever pick-up. He rode the last quarter in :28%. He

#### Did Not Equal Any Intermediate Marks

of his previous performances.

Harley Davidson then went for the standing half, the record held by Allen at Springfield, in 1:03%. He succeeded with the same pacers in going the distance in 1:00%. He got away remarkably quick, and was at top speed in the first turn.

Arthur W. Porter, the Waltham favorite, cut nearly 5 seconds off the two-mile unpaced record of the world. It was held by A. T. Barnard, and was made at Asbury Park in 5:00%. He rode a very plucky ride, and his times were as follows: Quarter, :32%; third, :44; half, 1:07%; two-thirds, 1:32%; three-quarters, 1:46; one mile, 2:24; mile and a quarter, 3:02%; mile and a third, 3:14%; mile and a half, 3:40%; mile and two-thirds, 4:05%; mile and three-quarters, 4:18%; two miles, 4:55%.

Eddie McDuffie made a flying paced half in :56% on the gear wheel.

The officials were J. C. Kerrison, referee; Josiah Quincy, Howard Emerson, and G. L. Sullivan, judges; J. E. Saville, Harry Tyler, and H. B. Weston, timers; J. C. Kerrison, starter.

Arrangements were made yesterday for a match between Sanger and Johnson to be ridden at the tournament at the Waltham track next Thursday. This has never been done since the old Rowe-Temple days. It has never been possible to bring the men of the present list of racers together in anything like a match. A suitable diamond trophy will be put up, and there will be tandem pacemakers to break if possible the mile competition record.

#### MASSACHUSETTS NOMINATIONS.

BOSTON, MASS., Sept. 29.—The nominating committee of the Massachusetts division, L. A. W., held a meeting this afternoon at 5 o'clock and nominated officers for the ensuing year. The meeting was held in the office of the chairman of the committee, Chief Consul G. A. Perkins, and the other members present were D. E. Miller, of Springfield; J. Fred Adams, of Haverhill; S. T. Williams, of Malden, and G. L. Sullivan, of Somerville.

After a session of 3 hours the following names were nominated: For chief consul, Sterling Elliott, of Watertown; for vice-consul, D. E. Miller, of Springfield; for secretary-treasurer, C. S. Howard, of Boston; for representatives to the governing board, J. F. Adams, Haverhill; C. P. Adams, Lynn; C. L. Barker, Pittsfield; J. S. Dean, Boston; W. S. Doane, Winchester; W. C. Dillingham, Malden; F. I. Gorton, North Attleboro; J. C. Kerrison, Revere; A. O. Knight, Worcester, F. S. McCausland, Somerville; F. H. McKee, Holyoke; A. D. Peck, Boston; A. K. Peck, Boston; G. A. Perkins, Cambridge; C. G. Percival, Boston; L. W. Piper, Newburyport; A. W. Robinson, Charlestown; J. B. Seward, Revere; F. E. Shute, Gloucester, A. W. Swan, New Bedford; G. H. Stevens, Lowell; G. L. Sullivan, Somerville; J. E. Tippet, Boston; A. B. Totten, Taunton; F. H. Williams, Springfield; Spencer T. Williams, Malden. These names will be balloted for by every member of the division.



## RODE LIKE THE WIND.

### E. A. McDuffie Wins Time in the Malden Wheelmen's Ten-mile Race in the Record Time of 24:40.

MALDEN, Sept. 29.—Out of 145 entries, 107 men started in the first annual open handicap road race of the Malden Wheelmen which started from the depot in Malden this afternoon. Owing to the large number of entries, the great crowds, and the great difficulty which attended the timing of the race, it was almost impossible to place the finishers or get their times.

The crush about the starting place was very large long before the hour set for the time of starting—3:30. The men got on their wheels several times before they could be sent off, and when it was finally ready to start them the time was 3:45.

Nat Butler, Eddie McDuffie, and Peabody, the scratch men, sat on a fence and swapped yarns while they waited for the patient and long-suffering policemen to clear a narrow lane up the street for the starters to go through. But when they finally did get going, a couple of them rode under world's record, if the timers were correct, and if the course was not short.

The distance to be ridden was ten miles and was laid over this course, which the men passed twice: Start at Summer street at the station, Glenwood, Washington, Trenton, Wyoming, Washington, Glenwood, Summer, Clifton, Washington streets, and over the same course the second time.

The first men to start were the 4-minute men and there were five of them. There was but one foul and that an insignificant one in which no one was hurt in the least. But going up to the first turn several men were tossed and the course being a ten-mile one, with so many men riding over it, made safety from some falls and heavy tosses impossible. No one was seriously injured.

The crush at the finish was as dense as that at the start, and some of the more eager spectators came very near having their toes run over by the wheels of the finishing racers.

The first man to finish was a limit man, C. H. Raymond, and he had a good deal to spare. Behind him were H. B. Wellington, H. Daniels, and F. Werner. Werner is a comparatively new man from Cambridgeport, who has been watched in his training by George Kehew. George tipped him for a finisher among the first five, and sure enough he came up to the expectations of his best friends. He was the first low-mark man to finish. He is to ride for his club in the A. C. C. interclub races next Saturday, and is looked on as a coming road rider.

After these four men came a bunch as close and riding as fast as a bunch ever finished in a road race. It was barely possible to score them.

Then came McDuffie, and but 2 seconds behind him Butler. It was a close haul, but a square good beat. Peabody was right with the scratch men.

The figured time gives the time prize, a silver cup, to McDuffie, in 24:40. Butler made the time 2 seconds slower. The best time previously for the ten miles was made by Weinig in the team race at Buffalo in 25:40.

The times of the first dozen men to finish are given:

PO.	NAME.	HDCP.	TIME.
1	C. H. Raymond.....	1:00	27:15
2	H. B. Wellington.....	4:00	27:18 1/2
3	H. Daniels.....	3:00	28:18 1/2
4	F. Werner.....	2:50	28:08 1/2
5	A. E. Dow.....	2:50	28:08 1/2
6	H. D. Merritt.....	3:10	28:29
7	W. Wingersky.....	3:40	28:59 1/2
8	J. A. Campbell.....	3:20	28:40
9	J. T. Cushman.....	2:10	29:30
10	J. Lehan.....	3:00	28:59
11	A. C. Dodge.....	1:50	29:26
12	R. M. Mugridge.....	1:30	29:00

### LUSCOMB VS. LANDENWICH.

LOUISVILLE, KY., Sept. 30.—President Chas. H. Luscomb must certainly realize that his treatment of Mr. Landenwich was not what it should be, judging by the fairy tale that he told the New York correspondent and published last week. Fairy tale is all it could be called in public print, Mr. Landenwich calls it by another name. On his return from that noted trip, Mr. Landenwich called on your correspondent and in a conversation gave in detail his experience with some of the eastern people, notably Bradstreet and Luscomb, and said nothing about talking for publication. After the publication, which was a surprise to him, he said he regretted that it had been published, but as it had been he would reiterate what he said at first. Mr. Landenwich will be believed before Mr. Luscomb by Louisville people, who know him personally and of him. His version, which is backed by the evidence of Mr. Frazier, is this: He carried a letter of introduction from Mr. W. W. Watts to Mr. Luscomb, and tried to present it before reaching the track but failed. The gatekeepers at the track were posted and failed to point out Mr. Luscomb as he passed in, so Mr. Landenwich bought his ticket and passed into the grand stand and obtained a seat opposite the judges' stand. Another spectator sitting in an adjoining seat began pointing out the notabilities present, and among others pointed out Mr. Luscomb sitting in the judges' stand. Mr. Landenwich wrote a note and sent it to Mr. Luscomb, saying that he had

#### A Letter of Introduction

that he would like to present. Upon receiving it, the great president of the L. A. W. sent back word that he had no time to receive it. Thinking then

that the letter itself would receive better treatment, it was sent to him by a messenger. Upon receiving it, Mr. Luscomb read it partly, crumpled it up and stuffed it in his pocket, gave the messenger a long verbal message with many frowns on his countenance. The message received was "that he had no time then to attend to the matter. All of this took place *before the races began*, and not as Mr. Luscomb says while he was busy in the rush. He was only talking to some of the other officials and did not leave his seat to walk to the fence and shake hands and excuse himself. Mr. Landenwich would have been very well satisfied with such treatment, but when he saw that the name signed to the letter was not even read, or that the conversation was not stopped long enough to see what name was signed to the letter, then he felt that some one had forgotten the form of good manners. During the races, Mr. Luscomb must have read the letter over, for after the races were over, he joined a crowd of racing men with whom Mr. Landenwich was talking and after being introduced to the latter, thought about the letter he had in his pocket and inquired about the writer, but said nothing about the request made in the letter. Mr. Landenwich is considerably over seven years of age and does not need a nurse to attend to him when away from home. He may not be as polished as the man with the "bass drum in his mouth," but when it comes to the point of knowing when he is treated like a gentlemen he does not need a pair of field glasses. In the few words spoken *after the races* not a word was said about taking a drink, and Mr. Landenwich denies that they spoke before the races. After reading the "other side" of the account, any honest minded person will certainly acknowledge that the statement made about the "frost" is well taken.

Manager Atkins, of the Rambler team, dropped into town last Saturday night, and spent several days with Prince Wells. He had read in THE BEARINGS that Louisville was going to have a good cycle track, and had met Mr. Landenwich

#### On His Noted Trip to Waltham.

As he is making up his record-breaking circuit he came here to see the track and get information that he could not get as well by mail. In connection with Messrs. Landenwich, Wells, Frazier, Crump, and your correspondent, Mr. Atkins was shown over the track, which is now nearly graded, and was asked for any comments that he could offer, either in commendation or in fault finding. After looking at it from every standpoint, Mr. Atkins expressed his opinion that if the cement surface was put on with the same care and attention that was devoted to the grading, that the track would be the best one he knew of. He stated further that in its present shape it could be classed as a 2-minute track. The track will be completed by November 15, and the Rambler team will wind up its record-breaking southern trip by a trial of the new track, and if it is found satisfactory, the team will begin training on it in '95. From Mr. Atkins was obtained the information that the Rambler team would stop racing on October 15, and that the men would be given a vacation of two weeks. Then they will go to Birmingham, Ala., for two weeks in order to set the records again, as was done last year, and will wind up the season in Louisville. He also stated that he is certain that Bliss will set the mile record, paced by tandems, at 1:48, and that the attempts will not be abandoned until that point was reached.

Prince Wells has been compelled to stand considerable chaffing about his experience at Nashville last week. His room mate went out and left the door ajar, and when Wells woke up he found that some one had entered his room and relieved him of his gold watch and chain.

Manager James B. Camp, of the Grand Opera House, is the first to start a bicycle check-room in the city, and expects to attract a great many wheelmen to his cosy theater. The wheels will be kept in a room in charge of an attendant, who will issue checks for each wheel left in his charge.



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GEO. K. BARRETT, EDITOR.

## THE SEASON'S PROFITS.

The season is over and Sanger holds but one record and that was made in competition. Tyler still retains the one-mile standing start record and Bliss still has a few tattered fragments of his long string of best times. Sanger has raced all season but has not come up to what his friends expected of him. He has done fairly well. As record breakers Tyler and Bliss have been pre-eminent—but at what cost to themselves?

Sanger as a good rider—not a phenomenon—has won about ten thousand dollars worth of prizes. Bliss and Tyler between them, have not won much more than a third of that amount. They have had lots of glory, but glory is fleeting, and diamonds are not—at least not necessarily. Sanger has won diamonds and glory too. At the ruling prices paid for prizes Sanger has earned in addition to his salary over six thousand dollars. Bliss and Tyler a little over twelve hundred dollars each. Even Bald who made no pretensions as a record breaker has won prizes that would net him four or five thousand dollars.

But let us look at the affair in another light, for we all know there is not a racing man who would sell his prizes. Let us imagine, kind reader, that we are walking down the street together five years hence and meet one gentleman with three carat diamonds at every available point of his person and clothing, accompanied by another individual, slightly shabby and wearing an habitually tired look on his face.

"Who is that athletic fellow with all the diamonds?" you naturally ask.

"Why, that's Sanger, the ex-racing man. He won all those diamonds as prizes," we reply.

"And who is the other fellow?" you inquire carelessly.

"Oh! that's Bliss, who broke so many records at the time Sanger was winning his diamonds," we answer.

"What did he get out of it?"

"A salary and glory."

Now who will tell whether or not record breaking pays the record breaker.

## NEW YORK POLITICS.

Politics in the New York division at the present time is in a very lively state. There is a sure enough fight on. The fight began long ago and was, and is, between C. H. Luscomb and I. B. Potter. It is an open secret that there has not been the best of feeling between the two for some time. When Potter avowed his intention of entering the field for the office of chief consul, Luscomb set to work to defeat him. It was Luscomb's intention, despite the fact that he is the president of the national body, to run again for the office of chief consul of New York. He had a nominating committee of his own appointing ready to do his bidding. As the time for making nominations approached he saw that the chances of his being re-elected were too precarious for him to risk taking the nomination and so he selected Dr. Santee to stand as a figure head. Santee is the nominee but Luscomb is the power behind the throne. Santee was put up for no other purpose than to knock out Potter if such a thing is possible and we believe it is not.

We can not do better than quote from an editorial in last week's *Wheel*:

We have stated why we oppose Mr. Potter: 1. Because his candidacy was prompted by personal feeling against the present incumbent, whom it was thought would seek re-election. 2. Because Mr. Potter has pending against the L. A. W. a

claim for more than three thousand dollars, for which he has threatened to sue. 3. Because for five successive years he has been a disturbing factor in the affairs of the L. A. W., having been possessed of a grievance of some sort, or been at odds or in open warfare with either the executive heads of the New York division or of the National organization—even with those whom he helped put in office.

We will first discuss the *Wheel's* reasons for taking sides, and then state ours:

1. Potter was the first in the field. There was no talk of Luscomb running for chief consul until it was known that Potter was after the office.

2. The fact that Potter has a claim against the L. A. W. for \$3,000 seems a poor reason why he should not be elected to the office of chief consul of the New York division. His claim is not against the division, but against the national body. Of course we are aware that the fact of his being chief consul would give him a seat in the national body, but we do not think that he would use that position to urge his claim against the wishes of the assembly, nor do we believe that, in or out of the assembly, that body would refuse him an opportunity of being heard. In the past members who have been interested in the proceedings of the assembly, whether members or not, have been given the privilege of the floor.

3. Granting that what the *Wheel* says of Potter is literally true—and it is far from it—he stands in no worse light than does Luscomb himself. We do not need to rehash League history to prove that fact.

Now for the reasons why we favor Potter:

1. He has been the most active worker in both division and national affairs that is now before the public.

2. He is a man of much wider acquaintance and influence than the opposing candidate, and consequently will have more opportunity for doing the division good.

3. We favor him because there is an avowed purpose to defeat him for purely personal reasons by those in power at the present time who are using every influence which their offices give them to defeat him. This may be politics, but it is not fair play and we like fair play.

Therefore until we hear more cogent reasons for not supporting him than those set forth by our contemporary we will do all in our power to help his cause.

## FALLS AT SPRINGFIELD.

SPRINGFIELD, ILL., Sept. 29.—The races on the state fair grounds today were witnessed by several thousand people. The track was not in first-class condition. A strong wind blew from the south and swept clouds of blinding dust up the track, filling the eyes, noses, and mouths of wheelmen and spectators. In the one-mile open, Morris Townley, of Indianapolis, fouled the field and gave a half dozen riders hard falls. Levy, the Chicago flyer, had an arm badly cut; J. W. Coburn, of St. Louis, had his wheel wrecked, and A. D. Kennedy was badly bruised. This left a free field for Ballard, who won by several lengths.

### Summaries:

One-mile novice.—W. S. Miller, Chicago, first; R. B. Shorb, Chicago, second; J. T. Swarthout, Chicago, third. Time, 2:31.

Half-mile open, Class A.—W. D. Decardy, Chicago, first; M. Nelson, Chicago, second; C. W. Davis, Chicago, third. Time, 1:20½. The first heat of this race was run in two sections, the best time being 1:10.

One-mile open, Class B.—E. W. Ballard, Chicago, first; Will Evans, Lansing, Mich., second; Morris Townley, Indianapolis, Ind., third. Time, 2:47.

Two-mile handicap.—C. S. Batchelder, Decatur, 340 yards, first; S. G. Singleton, Attica, Ind., 310 yards, second; W. P. Distler, Peoria, 350 yards, third; W. S. Miller, Chicago, 350 yards, fourth. Time, 4:32½.

Quarter-mile open, Class A.—C. W. Davis, Chicago, first; E. E. Anderson, Roodhouse, second; W. J. Klinger, Terre Haute, Ind., third. Time, :36½.

One-mile handicap.—Will Evans, Lansing, Mich., 65 yards, first; James Levy, 50 yards, second; J. W. Coburn, St. Louis, 25 yards, third. Time, 2:14½.

Two-mile, Capitol City handicap, Class A.—M. R. Thayer, scratch, first; B. F. Edwards, 200 yards, second; F. W. Killius, 200 yards, third; J. H. Caldwell, 100 yards, fourth. Time, 5:13½.

One-mile open, Class A.—P. W. Klinger, Terre Haute, Ind., first; M. Nelson, Chicago, second; W. D. Decardy, Chicago, third. Time, 2:23.

Quarter-mile open, Class B.—J. W. Coburn, St. Louis, first; James Levy, Chicago, second; W. Ballard, Chicago, third. Time, :35.

Five-mile handicap, Class A.—W. D. Decardy, 886 yards, first; W. E. Kenyon, Chicago, 350 yards, second; C. H. Peck, Chicago, 120 yards, third; W. P. Distler, Peoria, 750 yards, fourth; L. E. Rogers, Decatur, 525 yards, fifth. Time, 12:17. In this race out of twenty-five starters, twenty-three finished.

## VOTERS, ATTENTION!

Wheelmen should not forget to register for the coming election. Every one is required to register. The first day of registration is Oct 16, from 8 a. m. to 9 p. m.

Unless you register you can not vote. A new registry is required at every election for members of Congress, and such is the pending election. No matter how long you have lived at the same place, or how often you have registered and voted heretofore, it all goes for nothing and you must begin anew.

One year in the state, three months in the county, thirty days in the precinct, and 21 years of age are the common conditions of the right to register and vote, forfeited only by the commission of crime and conviction thereof, unless, as is too often the case, a too kind-hearted Governor pardons out a few days prior to end of term.

A minor who will be 21 years of age on or before day of election, Nov. 6, is entitled to register under the law.

A foreign-born person, whose final papers are due on or before election day can also register, but must bring final papers with him on election day or his vote will not be taken.



## SANGER POT-HUNTING.

WELLSVILLE, Ohio, Oct. 2.—All of the great teams had left the circuit and the Wellsville Wheel Club caught only the Cleveland team, Sanger and Baker on Unions, and Goetz, the lone surviving member of the Triangle team. The Rambler team was entered, as was Coulter. The track was flaky and hardly fast, as a wind blew down the homestretch. The attendance was small. Signs were prominently displayed all over town to the effect that "Zimmerman is not here today, but Zimmerman's successors are."

Report comes here today from reliable source that Zimmerman has ridden a standing start mile against the watch in 1:45 and that the matter is being kept very quiet. The American imparting this information in a letter, says that he timed the performance and knows of what he speaks. As the gentleman is reliable, it may be that Jimmy is looking for a coup or a large side bet on the results of another ride.

### Sanger is on a Pothunt

pure and simple, in this far western trip, and is looking to the completion of his \$10,000 in prizes for the season. Sanger reached here today at noon and leaves tonight at 6 o'clock for Waltham, where he may or may not ride Thursday. Sanger is very indignant at the subterfuge of the Waltham people looking to his riding a match race with J. S. Johnson on Thursday. Johnson has been lying at Waltham getting into record-breaking shape, and Sanger has been circuit-chasing and riding in and out of form. Bliss was treated the same way, for he was telegraphed to at Wheeling that such

Half-mile open, Class B.—A. I. Brown, first; W. C. Sanger, second; L. D. Cabanne, third; R. F. Goetz, fourth. Time, 1:08½.

Two-mile handicap, Class A.—Geo. Redfern, Wilmerding, 240 yards, first; B. C. Irons, 270 yards, second; O. Maya, Erie, 120 yards, third. Time, 4:51.

One-mile handicap, Class B.—L. C. Johnson, 60 yards, first; L. D. Cabanne, scratch, second; R. F. Goetz, 70 yards; third; E. C. Johnson, 50 yards, fourth. Time, 2:32½.

One-mile open, Class A.—F. L. Trappe, first; O. P. Bernhardt, second; J. E. Patterson, third; Otto Maya, fourth. Time, 2:29.

One-mile open, Class B.—A. I. Brown, first; L. D. Cabanne, second; W. C. Sanger, third; E. C. Johnson, fourth. Time, 2:25.

One-mile handicap, Class A.—B. C. Irons, Monica, Pa., 150 yards, first; G. H. Hale, Wellsville, 110 yards, second; G. Redfern, Wilmerding, 130 yards, third; Otto Maya, 70 yards, fourth. Time, 2:17½.

Half-mile handicap, Class B.—L. D. Cabanne, scratch, first; E. C. Johnson, 25 yards, second; L. C. Johnson, 30 yards, third; R. F. Goetz, 35 yards, fourth. Time, 1:08½.

Two-mile open, Class A.—O. P. Bernhardt, first; J. E. Patterson, second; Otto Maya, third.

### Course Record Lowered.

NEW HAVEN, CONN., Sept. 27.—The third annual ten-mile Veru road race was held yesterday over the Pequod course, starting from the Pequod clubhouse at Morris Cove to East Haven and return twice, a distance of nearly eleven miles. It was the most exciting road race ever held in this locality. There were ten prizes. A Remington racer was offered to the rider who broke the record of the course, and was won by F. T. Catlin, who lowered the record 25 seconds. B. Van Sickles won first prize, and George Collett second prize, being beaten by six inches. W. H. Ballou was third



a race would be run. Both claim manager Bradstreet favors Johnson, and neither will, nor should, they be

### Asked to Ride Against Johnson

under the conditions. Given proper warning a month or even less ago they would willingly have entered into such a race.

For the first time this season the novice race had no entries at this meeting. Goetz, of Cleveland, rode an exhibition half in 1:03, paced by Sanger and Brown.

The races were not uninteresting if the fields were small. In the half-mile, Sanger got away slowly. Conn Baker was up as pacemaker. Brown held his rear wheel, and into the stretch worked his sprint. Sanger pulled ahead of the others and with Cabanne at his front hub finished two lengths back of Brown, and Bobby Goetz ran fourth. "Papa" Brown was there to encourage Artie, who made a better showing than at Wheeling and Steuben-ville.

### Cabanne Prefers Scratch

and gave up 20 yards to go from that mark in the mile handicap. He had little difficulty in picking up the field at the quarter and all loafing, came away at the quarter in a neck-to-neck struggle, L. C. Johnson on the pole, gaining the decision by a narrow margin over Cabanne. Goetz third by as narrow a margin both ways. E. C. Johnson fourth.

The mile open was a repetition of the half mile except that Cabanne followed Brown and made the Doctor ride all the way. Sanger came strongly, but not strong enough. Trappe was the peer in Class A.

### Summaries:

Half-mile open, Class A.—F. L. Trappe, first; O. P. Bernhardt, second; J. E. Patterson, third; F. B. Rigby, fourth. Time, 1:08½.

R. W. Gray fourth, F. T. Catlin fifth, N. J. Baldwin sixth, L. W. Sullivan seventh, N. J. Baldwin eighth, and Clifton Smith ninth.

There is a movement on foot to asphalt most of the principal streets of the city. At first the project was not favorably received by the common council, as it called for an outlay of at least \$1,000,000, but by the persistent efforts of wheelmen and other prominent citizens the scheme seems now to look feasible. The cyclists are jubilant over the favorable outlook.

An ordinance has just been passed by our city fathers requiring all cyclists to carry bells and ring the same within thirty feet of each crosswalk, with a penalty of not over \$25 for failure to do so. The result has been that over two thousand bells have been sold in this vicinity, but the use of them has caused not a few accidents.

### Recent Canadian Records.

September 18 L. D. Robertson made his first attempt on the Rosedale track, Toronto, to break the existing Canadian records and was successful beyond his best anticipations. The day was very favorable. The first trial was at the half mile which was negotiated in :56½, a cut of 4½ seconds from the previous record. In the mile trial, the time was 2:05½, which is the fastest time ever made in Canada and equals John S. Johnson's record at the Atheneum meet on July 4 last. Robertson was paced by T. B. McCarthy and W. R. Hensel on a tandem. The time was official, the timer of the Canadian Wheelmen's Association being present.

At Louisville, Ky., October 3, B. W. Twyman made a new 24-hour road record against a heavy wind, making 340 miles under most unfavorable circumstances. This was done on Morgan & Wright tires.



## BROWN THE HERO.

**The Racing Doctor Scoops in Two of the Open Events at Pittsburgh—A Large Attendance.**

PITTSBURG, Sept. 28.—Arthur I. Brown was warm under the collar today at the meet of the Keystone Bicycle Club. The Doctor has several scalps in view when he came to Pittsburgh last night, and one was Ray Mac Donald's, the other his team mate's Cabanne. Ordinarily the Doctor depends upon speed and speed alone to win. He does not allow people to pass if he can help it, and when they do he sits up under the supposition "that it is too hard work to catch the geeser." Today all was changed. MacDonald and his trainer had intimated to the Doctor that he could only win races by protesting and that MacDonald was faster. This was after the half-mile open race at Baltimore in which Brown protested MacDonald for fouling him and

### Secured MacDonald's Disqualification.

Cabanne and Brown had had words and Brown was out to win. And that is why Doctor Brown took both the half and mile open contests at today's great meet, defeating MacDonald by a foot only, after a hard fight in the half mile, and defeating Cabanne and Sanger in a battle all down the stretch in the mile, the three inside a foot of space at the tape.

E. C. Johnson, formerly "Triangle" Johnson, was on a Cleveland wheel for the first time and anxious to do well. He was on a strange wheel when he and Doctor Brown finished only two inches apart in the warmest quarter-mile battle of the season, and when he won the half-mile handicap from Cooper by a length in a hard finish.

Frank Trappe, a Cleveland youth who had trained on Cleveland's track, and was considered a dub rider, came up and not only administered

### A Drubbing to the Pride of Pittsburgh,

but won both class races and the handicap, four Class A events in all. It was a great day for Cleveland, her riders taking just one-half the prizes offered.

Goehler made a great jump and won a pretty contest in the mile handicap from Cabanne and Walter Sanger, and won every lap and a special prize for each in the two-mile lap races. Bliss was a competitor, but "Pye" has had a hard season's work for records. When the little fellow weighed himself today he tipped the scales at only 113 pounds. Pye was a little frightened, and decided this was to be his last day of race work. After twenty days of rest he will go to Birmingham to get in shape for record work.

This meet of the Keystone Bicycle Club was a novelty as race meets go. The track used was "bum" for that expresses it to a nicety. The track is a half mile located in a public park, and not inclosed. No admission could be charged, but

### Grand Stands Were Erected,

and 50 cents and 25 cents charged for seats. The stands faced the entire stretch, a long one, and seated 5,000 people, being crowded. Beside this number probably five thousand people stood up around the course and made life a burden to the speed merchants, by crossing and recrossing the track and crowding out to see the race after it had gone by—irrespective of the laggards. Schenley Park was built on the top of a number of small mountains, apparently, and is many miles long by only a half wide. The boulevard road is a miniature of the famous De Soto, and leads to the track away up in the air above much of Pittsburgh's awful smoke. The Keystone Bicycle Club gave today's meet and must have made money. The races were well managed and were run promptly, thirteen events in all and no heats.

### Time Trials Were Made

during the day, Bliss going a mile in 2:13, paced by Githens and Lumsden, and Cooper and Brandt. It was announced (erroneously, of course) that Bliss would try for the world's mile record of 1:52<sup>2</sup>/<sub>5</sub>, held by himself, and the crowd howled when they heard the result. Lumsden and Cooper went an unpaced half on the tandem in 1:01, excellent time, and Banker followed a tandem a half mile in 1:03. Little Archie Williams (nine years old) went a half mile in 1:18.

Every race was exciting, and especially the six Class B events, the fields in which were well filled with good men. At but few meets has better racing been seen. In the quarter-mile open E. C. Johnson was shoved away a length better than Brown and gained another length before Brown's larger gear got to working. Down the straight Brown closed up gradually and fifty yards from home was neck and neck. Both men fought fiercely and Johnson won by two inches, Cooper just back of the struggling pair. The time was :32<sup>1</sup>/<sub>2</sub>.

The mile open was another pretty finish. At the quarter Cabanne shot out and Brown after him. MacDonald led Sanger out and at the turn Mac skidded a good four feet,

### Knocking Sanger From his Stride,

when he turned to save himself. Sanger flew over the very toes of the crowd that had pushed out onto the track and was after Brown, who had six inches the best of Cabanne, 100 yards from home. Sanger reached the rear wheels of the pair and was shoving in between when the tape was passed. The field was several lengths back. Sanger and Bliss were on scratch in the half-mile handicap. The difference in weight of these mighty men of the racing path was today over seventy-five pounds and yet the smaller man has shown the greatest speed in following pacing, while the jarger is champion unpaced. The field closed up and E. C. Johnson came

away from home from the front of the bunch at the turn. Sanger again swung wide when a rider skidded and carried Bliss along. The two made a letter S curve to cut off the nose of the crowd and lost time. Johnson won by a length from Cooper, L. C. Johnson a close third; Githens, fourth, and Sanger fifth, wide of the pole. Cabanne gave up ten yards and started from scratch alone in the mile handicap. At the half he had closed the deal with his field, but when

### Goehler, the Buffalo Spider,

jumped away for home with that great sprint of his, Cabanne was unable to get under way soon enough, taking second, L. C. Johnson securing another third by a close call.

Sanger had four good hard rides in the lap race, and won all; Goehler, Baker, and Githens shifting in second and third positions, being tied with four points each. In the toss-up Goehler won second, Githens third. The Cleveland team riders, Manager Will Hoyt, and "Physical Director" Chas. Culver are celebrating tonight, for Cleveland team men took just half the prizes, beating good men and demonstrating capabilities prophesied for them.

## FROM PHILADELPHIA.

PHILADELPHIA, Sept. 30.—The principal cycling event of the week in this vicinity was the annual twenty-five-mile road race of the Woodbury Wheelmen, which was run over the regular course at Woodbury, N. J., yesterday afternoon. The entry list was a large one and included riders from Philadelphia, Chester, Camden, and other nearby cities. Owing to the recent heavy rains the course was in very poor condition, making fast time an utter impossibility. The race, however, was warmly contested from start to finish. Harry Creamer, of the Woodbury Wheelmen, won first prize, a diamond pin, while Frank N. Dampman, of this city, carried off the time prize. During the progress of the race A. S. Jones, of Vineland, N. J., fell from his wheel and was slightly injured. The summary of the race follows:

H. Creamer, Woodbury, 9 minutes, first. Time, 1:24. W. Walter Henderson, 9 minutes, second. Time, 1:24:01. J. Y. Rust, Philadelphia, 9 minutes, third. Time, 1:27. F. M. Dampman, scratch, fourth. Time, 1:20. A. R. Thompson, 8 minutes, fifth. Time, 1:28:15. C. A. Elliott, scratch, sixth. Time, 1:21. A. S. Wilson, 12 minutes, seventh. Time, 1:34. W. D. John, 6 minutes, eighth. Time, 1:28:10. E. G. Jones, 5 minutes, ninth. Time, 1:38.

John Wells, of the Pennsylvania Bicycle Club, lowered the record of the Pennsylvania Club course on Wednesday. The course is 108<sup>3</sup>/<sub>4</sub> miles in length, and starting from the clubhouse in West Philadelphia runs to Norristown, then to Doyleston, Point Pleasant, Trenton, N. J., Bristol, Pa., and back again to the clubhouse. It was exactly 7 o'clock a. m., when Wells, accompanied by his first pacemaker, J. E. McDowell, started on his long ride. The first part of the trip lay through a country noted for its good roads. Wells' time for the distance was 9:51:30. The former record of 9:40:00 was held by Abe Powell, the official handicapper of the Pennsylvania division. Powell's time was better than Wells', but the latter rode three miles more than Powell and claims the record.

Elaborate preparations are now being made by the Pennsylvania Bicycle Club for the lantern parade which will be given under its auspices on the evening of October 17, and present indications point to one of the largest and most beautiful turnouts ever seen in this city. The club has the co-operation of the Business Men's Association of West Philadelphia, and the lantern parade occurs on the same evening as the annual demonstration of that organization. The committee in charge has extended invitations to the cycling public in general to attend and have already received a large number of entries. A special invitation is extended to out-of-town clubs, for whom two valuable prizes have been set aside. The prizes are ten in number and are far ahead of anything yet offered for an affair of this kind. Their aggregate value will be between three and five hundred dollars. The turnout is designed to advocate the cause of good roads in this city, more especially in West Philadelphia, where there are more bad roads than good ones.

Charles H. Kimmig, a prominent member of the Pennsylvania Bicycle Club, died in this city on last Wednesday. His funeral, which took place yesterday afternoon, was largely attended by his former associates and many cycling friends.

### Won by the Limit Man.

ST. LOUIS, Sept. 30.—The South Side Cycle Club ran its club road race today. The distance was ten and seven-eighths miles, and was accomplished by circling Tower Grove Park three times. There were thirteen starters and eleven finished, two being thrown out by falls. The winner turned up in a 9-minute man, Wm. Stock, who rode the distance in 36:38. Geo. Helmich won the time prize in 35:00. E. Wills, the virtual scratch man, rode it in 35:24, and had an excellent show for the time prize, but was unfortunate in having a fall on the second lap.

## WYLIE GIVES UP.

H. H. Wylie, who was riding for the record between New York and Chicago, was forced to abandon his attempt at Woodville, Ohio, September 27. He had a number of bad falls during the night and missed his pace-makers, so that he concluded to give up the attempt. Wylie made a plucky ride against a gale from the northwest that raged for the last four days.



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will meet your every requirement. You can make twice as much money out of your bicycle business by handling this wheel exclusively as by carrying the agencies for any six makes sold in America, and dividing your attention.

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MIDDLETOWN, N. Y., Sept. 24, 1894.  
INDIANA BICYCLE CO., Indianapolis, Ind.  
GENTLEMEN: Have just returned from a four weeks' tour with my Waverley and had no use for pump or repair outfit, though I traveled some of the worst roads in the state. The Waverley is all right.  
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## FOUR FIRSTS FOR SANGER.

**The Big 'Un Makes a Killing at Wheeling—Bliss Off His Feed—Some Great Racing.**

WHEELING, W. VA., Sept. 29.—Sanger made a killing today. It was distinctly a Sanger day, the big fellow riding five times, winning four races and one of them twice. This was the mile international, the prize for which was the rarest \$300 diamond offered this season. In two of the other races Sanger won \$150 stones, in the other a \$100 diamond. The Wheeling Athletic Wheelmen may well be proud of the tournament of today. Ten of as pretty races as any of the season gave pleasure to a paltry 10,000 people (paltry because the mayor had made it a half holiday and the wheelmen had worked hard to attract the best talent). The prize list would have done Springfield proud. The prizes were of such value as to bring out the leading men in four to five races in the day and without grumbling at that. The track on the island had been placed in splendid shape, for a horse track. Bliss rode a half mile paced by his tandem team in :59. This was

### The Lone Record Trial of the Day.

Sanger won more in prizes today than he has ever won in a single day before. In the last race of the day he showed his power when he set a good share of the pace and then played with the field, winning the two miles in 5:12. Bliss was present only to give his exhibition, having recently "pulled up a little lame and been placed in the pasture to fatten up," as he says. Several races in both classes were won only by inches. In Class A several good riders made warm contests. These were more particularly Trappe the Cleveland boy; Bernhardt, of the Toledo division C. O. P., and Banker, of the Pittsburgh division of the same order.

To have seen Sanger ride today one would never have taken him for the same man who rode at Pittsburg, and was beaten by all only yesterday. The track today was safe, had a good long finish, and Sanger had a seventy-six gear, whereas he had a seventy-two gear yesterday.

The half-mile open was a great contest, and

### A Victory for Doctor Brown.

In a field of a dozen men E. C. Johnson started the sprint, and Cabanne collared him at the quarter. MacDonald came around the bunch, and four men swung into the stretch almost abreast. In the struggle that ensued Doctor Brown was the strongest, winning by a half foot. Goetz flashed over the tape an inch ahead of Cooper, at whose rear wheel MacDonald was, and Cabanne was sixth, with Githens just ahead of him. The time was 1:11½.

There was a number of good men in the mile open, Class A, and a great race was expected. Jason Stamp, the local champion, did all the donkey work, and F. L. Trappe came into the stretch a length in the lead. Banker closed with him, and for a time it was neck and neck. Banker drew ahead fifty yards from home, and had gained a foot when Trappe made a really phenomenal jump and regained the lost ground and another foot. Banker had regained all but an inch as the tape was crossed. The two men fought so close together that the final jump brought them together with a crash two lengths over the tape. There was a sickening fall, and Banker arose. Trappe looked knocked out, but rallied and shook hands with Banker. Bernhardt and Ramsey were a close third and fourth.

The mile open was left to Sanger, and MacDonald, Brown, and Cabanne standing out presumably for the big event.

### Bliss Had "Pulled Up Lame"

in practice and did not start, and MacDonald pulled up lame in this event. Goetz jumped for a lead of fifty yards at the outset and then settled back into the bunch. Sanger led at the half and at three-quarters Tom Eddy pulled Conn Baker from the back for a good lead. Sanger soon pulled in the slack and passed the pair, winning rather easily; L. C. Johnson sleigh-riding over the tape, second, by a foot over Baker; Goehler and Goetz fourth and fifth, and McDonald nowhere. The time was 2:27.

Trappe showed no apparent injury, as, sponge in mouth, he placed the mile handicap to his credit in 2:17½, from sixty yards. Bernhardt started scratch and rode finely, but did not catch the bunch until just at the start of his sprint. There was some reason for his not getting through, and he

vented his spite on Miller, of Wheeling, winner of the novice race, the men coming to blows, but hurting no one or themselves. Geo. Redfern, 130 yards, Otto Maya, fifty yards, and Clyde Quimby, sixty yards, ran in the next three places, all close up.

A good clean-cut victory for Walter Sanger was the mile international class (so called) and a worthy win was MacDonald's second, for

### Mac Set the Pace

for three-quarters of a mile. L. C. Johnson, Goehler and Sanger followed with Githens and Cabanne fighting for Sanger's rear wheel. There was a bunching at the quarter pole and Brown jumped around the outside with Sanger at his rear wheel. The two came into the stretch in a game struggle and MacDonald slipping between them. Cabanne following suit, the four finished inches apart. The time, 2:36½, did not touch 2:25, the time limit and the race was ordered run over, Sanger refusing to ride unless a pacemaker was placed in the race. The prizes were \$500 in diamonds, \$250, \$150, and \$100. Lumsden was placed in the run-over to pace. Sanger secured second position back of Lumsden, but Githens, Cabanne, and Goetz had crowded by at the half. Sanger had started outside for the front when one of those unexplained falls occurred and Cabanne, Brown, L. C. Johnson, Goetz, Conn Baker, and Lumsden all came down. There were many broken wheels, but luckily no broken bones. Sanger and MacDonald were free and Sanger defeated his miniature rival two lengths. Githens rode strongly, but lacked twenty yards from home, Eddy, the lone remaining man, passing. The time was 2:18.

Bernhardt "got good and even" with Banker in the second Class A race of the day, winning out after a hard battle with his Pittsburg foe.

But the time limit was not reached, and in the run-over of the race Bernhardt and Banker had one of the gamiest fights of the day.

**Banker Had the Going,** and Bernhardt pressed him to within six inches all down the stretch, Banker winning and Bernhardt protesting, the crowd yelling defiance at each other according to their favorite. Bernhardt's protest was not allowed.

Nine men only got away in the two-mile handicap, with Cabanne on scratch, all scratched and torn from his fall in the mile open, which it seems he caused by touching Githens' wheel, when Githens ran up on Lumsden who was quitting. The field closed at the quarter mile, and Cabanne worked up until at the bell he was leading. Goehler laid back, and going by the bunch gained only two lengths when the field picked him up, and Murphy made a strong bid, Cooper coming away for home, win-

ning only after a hard battle with Cabanne, the two finishing six inches apart in 5:37½. L. C. Johnson and Goetz third and fourth.

Sanger had little difficulty in placing the half-mile open to his credit, and Githens made a game run for the place, winning over E. C. Johnson, and Goetz.

### Summaries:

Half-mile open, Class B.—A. I. Brown, first; R. F. Goetz, second; Tom Cooper, third; Ray MacDonald, fourth; H. A. Githens, fifth; L. D. Cabanne, sixth. Time, 1:11½.

One-mile open, Class A.—F. L. Trappe, first; A. L. Banker, second; O. P. Bernhardt, third; S. W. Ramsey, fourth. Time, 2:34.

One-mile open, Class B.—W. C. Sanger, first; L. C. Johnson, second; Conn Baker, third; A. B. Goehler, fourth; R. F. Goetz, fifth. Time, 2:27.

One-mile handicap, Class A.—F. L. Trappe, Cleveland, 60 yards, first; Geo. Redfern, Wilmerding, 130 yards, second; Otto Maya, Erie, 50 yards, third; C. Quimby, Steubenville, 60 yards, fourth. Time, 2:17½.

One-mile international, Class B.—W. C. Sanger, first; Ray MacDonald, second; L. D. Cabanne, third; A. I. Brown, fourth; H. A. Githens, fifth; L. C. Johnson, sixth. Time, 2:36½. Limit, 2:25. Ordered run over. Run-over—Sanger, first; MacDonald, second; Tom Eddy, Columbus, third; H. A. Githens, fourth. Time, 2:18.

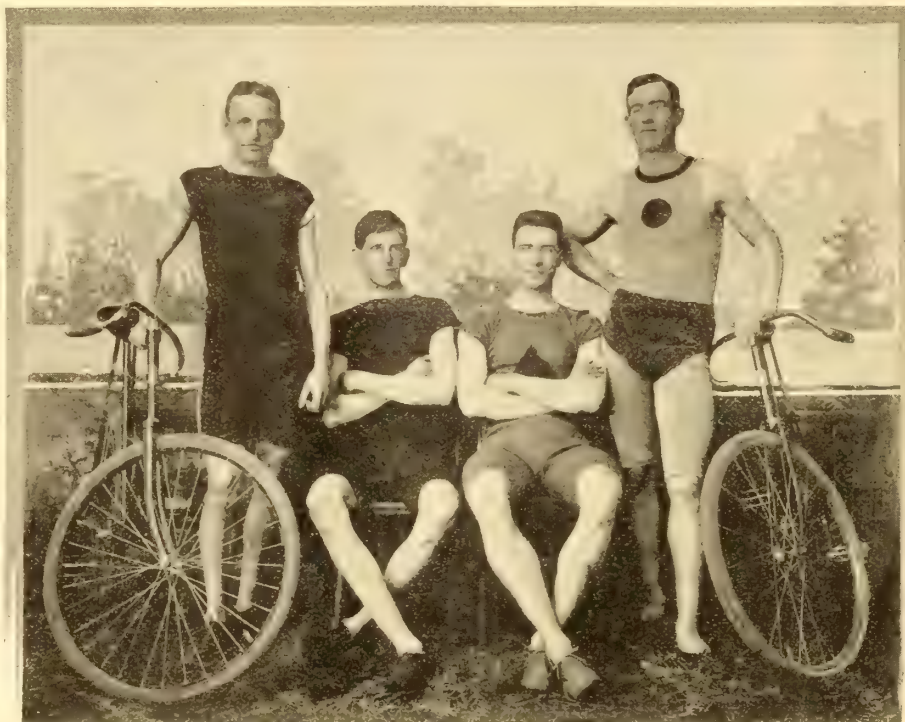
One-mile open, Class A.—O. P. Bernhardt, first; A. L. Banker, second; J. E. Patterson, third; S. W. Ramsey, fourth; C. Quimby, fifth. Time not up to limit; declared off.

Two-mile handicap, Class B.—Tom Cooper, 60 yards, first; L. D. Cabanne, scratch, second; L. C. Johnson, 90 yards, third; R. F. Goetz, 90 yards, fourth. Time, 5:37½.

Half-mile open, Class B.—W. C. Sanger, first; H. A. Githens, second; R. F. Goetz, third; E. C. Johnson, fourth. Time, 1:12½.

Two-mile open, Class B.—W. C. Sanger, first; L. C. Johnson, second; L. D. Cabanne, third. Time, 5:30.

Miss Blanche Groves, of Cedar Rapids, Iowa, made a run of 102 miles last Sunday, in 11 hours, over heavy roads, with head winds one half the way. She is the third Hawkeye lady cyclist to make a century.



F. H. CHAFFIN. SHAPLEIGH'S WESTERN TEAM. CLYDE TURNBULL. O. E. BOLES. W. W. HAMILTON.



PALMER

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# PALMER TIRES...

Two reports from cities sometimes called "PODUNK."

NEW YORK Sept. 15, 1894---9 Races, 8 firsts, 8 seconds, 6 thirds.

" **22** out of **27** prizes or **81½** per cent.

PITTSBURG, Sept. 17, 1894---10 Races, 8 firsts, 10 seconds, 9 thirds.

" **27** out of **30** prizes or **90** per cent.

" Class **A** prizes **100** per cent.

" Class **B** prizes **80** per cent.

**Oh, Yes!! THERE ARE OTHER TIRES!**

NEW YORK, Sept. 17, 1894.—On the third lap the lot bunched, and coming down the stretch, presented as pretty a sight of animation as one could wish to view, when—crash!! down goes a rider, and immediately three more are piled on top of him. The names of the four men are, Dunn, Hastings; Hargan, Newark; Prescott, Tarrytown; Nagle, Riverside Wheelmen. Dunn and Prescott were pretty badly injured and were carried away unconscious. In all fairness let it be said right here, that this fall was not the fault of the track, but was caused by the tire on one of the rider's machine exploding.—"The Bearings," Sept. 21.

## PALMERS NEVER BURST.

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## THE ANCHOR SHIELD.

Record Goes in the Twelve-Hour Event.—Other Record Breaking in the Tight Little Isle.

LONDON, Sept. 22.—Today the last event of a brilliant season was decided on Herne Hill track. The Anchor Shield, 12-hour race attracted twenty-seven entries, all of whom started at 6:05 a. m. As the morning wore on a fine rain commenced to fall, and this, together with the low temperature, leaden sky, and chilly wind, made matters unpleasant for all present. Karl Schwemmer was granted a permit to ride last evening by the Union and started accordingly. A. G. Wright dashed away with a lead at the start, and E. Scott was said to have designs on the hour record. The pace was fast and Wridgway soon headed every one, with Michael and Chase in close attendance. Chase led by a yard at the close of the first hour (twenty-four miles two laps), the field being bunched with no retirements to record. The second hour closed with Chase still leading (forty-eight and one-half miles), A. E. Walters being second and Wridgway third, half a lap behind. At fifty-one miles Chase commenced to beat records. At the expiration of 3 hours Chase was two miles ahead of Schwemmer, with seventy-two miles one lap to his credit. Michael and Walters were close handy. The race abounded with unexpected incidents. Wridgway, last year's winner and the first man to ride twenty miles an hour for half a day, gave up at 194 miles. J. Michael fell at 104 miles, and having no spare machine lost ground and gave up. H. R. Carter (who used a spring chain wheel) retired at seventy-four miles. A. Chapple retired at 105 and Ainsworth at 106. J. Bowie and W. H. Knight rode Bantams. The former, with 203 miles, was thirteen miles behind the leader ten hours after the start. E. Scott retired at 114 miles.

### Chase Continued To Lead

until 7¼ hours from the start, totaling 134 miles at 6 hours. Then A. E. Walters assumed the lead and was soon some laps ahead, completing 216 miles in 10 hours, Chase being then two miles behind. W. Rosser was then riding third with 212 miles. K. Schwemmer, fourth, 212 miles, and P. C. Twentyman fifth, 206 miles. Nineteen men were left in the race. The rain had now ceased, and a dead calm prevailed. Chase beat all records from 51 miles to 158 miles (7:12:43½). Walters then continued, cutting all Shorland's figures to 190 miles, when he entered upon Rudham's world's records made at Putney two days previously. He was 16 minutes inside them as soon as he touched them. Some idea of the pace may be gleaned from the fact that Chase was 2:20 inside record at sixty miles, 5 minutes inside at seventy miles, and 11 minutes inside at 102 miles. At 11 hours 20 minutes Chase, who was four laps behind Walters, got away, and riding splendidly rapidly reduced his disadvantage. At 11 hours 30 minutes Walter's score was 245 miles 2 laps, Chase 245 miles, Schwemmer 243 miles, and Rosser 242 miles 2 laps.

### Immense Excitement Prevailed,

the spectators on the stands, which were crowded, and the crowd around the rails, cheering Chase vociferously as he flew around the track. Nineteen men were still on the track, a record number at this stage in any 12-hour contest. Adequate pacing was available throughout the race, including tandems and two triplets—on one of which Fontaine put in a lot of work. As the end approached Walters glued himself behind Chase, who was unable to make up his two laps to the bad. When the pistol fired, the score stood as follows:

A. E. Walters.....	253 miles 120 yards
A. A. Chase.....	237 miles 1,006 yards
K. Schwemmer.....	255 miles 503 yards

The performances of the other twelve men upon the track were unprocurable when the writer left the ground. The hour distances were as follows:

HOURS.	MLS.	YDS.	LEADER.	HOURS.	MLS.	YDS.	LEADER.
1.....	24	1070	Chase	7.....	153	830	Chase
2.....	48	990	Chase	8.....	174	920	Walters
3.....	72	750	Chase	9.....	195	1440	Walters
4.....	96	580	Chase	10.....	216	1250	Walters
5.....	114	900	Chase	11.....	237	600	Walters
6.....	134	700	Chase	12.....	253	120	Walters

\*World's records. †British records.

The result of the North Road 24-hour last Saturday can not yet be stated with precision, as owing to the adoption at the eleventh hour of a new route much measuring up remains to be done. However, the following figures are rather under than over estimates of the distances covered by the leaders:

ORDER.	NAME.	CLUB.	MACHINE.	MILES.
1	C. C. Fontaine.....	Polytechnic C. C.	Safety	372
2	E. Buckley.....	Anfield C. C.	Safety	356
3	F. T. Bidlake.....	North Road C. C.	Tricycle	353
4	R. J. Hsley.....		Safety	

Fontaine, who rode a Palmer tired Whitworth, beat Shorland's record by over two miles. Bidlake, on his Dunlop tired Marlborough tricycle, considerably improved on his record of last year. The chief incidents of the race were

### The Dropping Out of Carlisle,

and the fall of Petersen, of whom great things were expected.

Last Saturday in the Pegasus C. C., 12-hour, at Kensal Rise track (cement), nine out of a field of ten starters finished, Staples, the winner, accomplishing 221 miles.

The professionals, Relph and Schofield, covered a selected mile of road near Baldock, last Saturday, in 1:41½, timed by G. W. Garrett and G. H.

Oakley (*Sporting Life*). The machine used was a plain eighty-gear Whitworth tandem, tired with Palmers.

The Irish Road Club carried out a 24-hour race last Saturday, in which the Irish record was broken, and three men exceeded the triple century. A. G. Joyce won with 345 miles to his credit, four miles ahead of the previous best.

Last Thursday the second 12-hour race took place at Putney. The weather was favorable although dull, there being no rain or wind to check the riders. The winner was J. T. Rudham, a comparatively unknown rider who piled up 251 miles 1,710 yards, an average of twenty-one miles an hour all through. He beat Huret's world's record by over one and a half miles, as well as beating Shorland's Cuca record. E. Steel created new tricycle records from thirty-one miles to 12 hours (223 miles 1,084 yards), beating F. T. Bidlake's figures by three miles. T. D. Dutton and H. J. Swindley timed. Rudham's performance was beaten to-day at Herne Hill.

At Herne Hill, on Thursday, J. Platt Betts (who gave up in last Saturday's fifty) lowered the mile for all types by doing that distance on a safety in 2:01½, as

### Against the Tandem Record

of Watson and Thistleton of 2:02, and Harris' long standing mile record of 2:04½. Coleman and Dring timed. The record will not be accepted by the Union because it was not made at an advertised race meeting.

Yesterday H. H. Sansom and E. Oxborrow (professionals), rode from Edinburgh to London on a tandem in 27:33:00, or 54 minutes inside Fontaine's single safety record. E. A. Powell timed their arrival in London.

The ladies have again attacked the Brighton-to-London-and-back journey. On the 13th Mrs. Noble, of Leeds, chipped 22 minutes off Miss Tessie Reynolds' record made last autumn, doing the distance in 8:17:00. Last Wednesday Miss E. White wiped out the previous performance by riding over the course in 7:56:46, or 20 minutes inside Mrs. Noble's figures. The road is in magnificent order just now.

Mr. Stead's "Camping Out Scheme" for cyclists has proved a failure and is virtually dropped.

Under peculiarly unfavorable conditions in which fog played a part, an end-to-end ride has been carried out in Ireland by Con Brennan, of Kilkenny. Starting from Mizen Head he traversed the entire length of the distressful country to Fair Head in 38:10:00, covering a distance of 371 miles. Taking the condition of Irish roads into account, this represents a remarkably fine performance and speaks volumes for the enthusiasm of the Irish wheelmen. Brennan was splendidly paced throughout, and but for the fog would have done even better time.

C. W. HARTUNG.

## WHO ARE "CERTAIN PARTIES."

EDITOR THE BEARINGS: Your Louisville correspondent, in his letter published September 21, refers mysteriously to "certain parties" and intimates that an opposition ticket is to be sprung for division L. A. W. officers in Kentucky. Assiduous search has failed to unearth a single person who knew anything of this opposition ticket, except you rcorrespondent. Now, I have been honored with the title of "knocker," and have been credited always by one faction, at least, with being in the opposition. Therefore, I do not think it right that your correspondent should know of an opposition ticket and make a dark secret of it. Why doesn't he put the opposition "on"? While myself and friends are pledged to the regular ticket nominated at Owensboro, still there can be no harm in letting us know who wants the offices. Why, it is possible that the election might occur without any one finding out that there really was a second ticket. This would certainly be a calamity. Give the news to the world, and let us know what's what. Stop dealing in innuendoes, and say what you've got to say in the Queen's English, if possible.

Yours fraternally and anxiously,

LOUISVILLE, KY., Sept. 24.

G. E. JOHNSON.



LOSTE BROTHERS, WHO BEAT ZIMMERMAN AT BORDEAUX



**Hear ye! Hear ye! Hear ye!**

What ear would not strain to catch the words that come from the lips of the learned judge as the stentorian voice of the court crier calls for silence that the utterances of the august magistrate may receive deserved attention?

## **Commended from the Bench.**

What better endorsement could a wise judge give to a bicycle than the example set by himself when he casts aside horses and carriages and chooses for his mount the wheel which his wisdom teaches excels in all particulars?

**Judge John L. Gray, J. S. C.,**

of Grand Junction, Colo., one of Colorado's honored interpreters of the law, finds the sweetest recreation in riding a 24-pound

**Crimson Rimmed Syracuse**

though he weighs 321 pounds. It carries him over all sorts of roads and paths.

He rides the **Syracuse**

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## 'Twas A GREAT RACE.

**Zim Makes a Game Effort to Beat the Tandem Crew at Bordeaux  
—The Hour Record Beaten by a Second-Rater.**

BORDEAUX, Sept. 17.—Zimmerman can beat all other men on bicycles as often as he mounts for a race, but there is a tandem team down here on the banks of the Garonne, on which he "draws the line." He can defeat other cyclists as often as they may desire to step up singly, but when it comes to racing a pair of them—two riders constituting perhaps the fastest tandem team in Europe—the limit of human power, even in the case of a Zimmerman, must show itself. The great Jerseyman is not superhuman in head and legs, notwithstanding the universal belief that he has never been pushed to the limit of his capabilities, and there is undoubtedly a maximum to be reached in the machine-like speed at which "those legs" can move up and down.

Imagine the famous Loste brothers riding an eighty-gear tandem as fast as they could pedal it, and a conception can be formed of the rapidity with which the "Skeeter" had to shake his toes on a sixty-eight-inch gear. As Zim stretched himself out on the couch to receive the usual massage at the velvet hand of Monsieur Rue, his comrade, "The Kyd," remarked, "I believe, Zim, you could have beaten 'em if y'd had a seventy-two gear." But Zim replied, "Now, see here, I've ridden high gears and low gears, and I know I can ride faster with a low gear. There is no cyclist that ever bared his legs that

**"Can Beat That Tandem Team** on the Bordeaux track. If I had had them on the Seine track in Paris I might possibly have won, for there the long straight would have given me a chance, but never on a circular course like this at Bordeaux. Well, I'm satisfied; I don't want the universe."

The fact is the Loste brothers, just as Zimmerman says, can beat any cyclist living if the race is run on the Bordeaux track, and it goes without saying that they can beat most any other tandem team, too. They played the game wisely, and won by sprinting the last lap so fast that Zimmerman, with his comparatively inferior gear, could not gain upon them. It looked queer to see "the grinder" coming in second and failing to put on that usual burst of speed so common to all his finishes, but that usual burst of speed was already on at the time he would have made his rush had he been able to do so. Zim's feet were never seen to go with greater rapidity, and the people marveled and murmured with almost painful attention during the performance. The attendance reached about ten thousand, which, aside from the satisfaction resultant upon

### Plenty of Applause and Enthusiasm,

was very gratifying from the stand. point of gate receipts. Zim surveyed the crowd as it was being poured about the inclosure, and remarked, half to himself and half to THE BEARINGS correspondent, "I'll have to send home a draft to Joe from here, I guess."

The people paid 20 cents, 40 cents, 60 cents, 80 cents, or \$1.20, according to location, and the aristocratic section known here as the "turf" looked like a big bouquet of pretty girls in bright dresses. They were not sure whom they liked the better or were the more interested in—the Loste brothers or Zimmerman. They wanted the Lostes to win because the Lostes lived at Bordeaux and—no, they would rather see Zimmerman win because he was a stranger, and such a grand rider and he was so popular with all the g—well, they didn't know; they didn't care so much who won, but they were sure of a hot race and plenty of excitement. They were pitched and tuned to yell either in French or English, and they were granted an opportunity to indulge in a liberal mixture of both. Any person stepping in upon the scene just after the race and during the cheering would have been utterly unable to determine whether it was

### The Loste Team or Zimmerman

who was being made the grand object.

The distance was one mile. That necessitated riding five laps of the track, less sixty-four yards. The start was from a standstill, Zimmerman

being pushed in behind the tandem at the crack of Monsieur Busquet's horse pistol.

They had decided not to "go all the way." That would mean a certain victory for Zimmerman, because the latter was not expected to do anything else than follow. The situation at the very outset looked as though Jersey was "up against it," but he was going to be in at the killing. "Dammy," remarked Zim, "I've gone against Tyler, Sanger, Johnson, Taylor, Bliss, Bald, and Bill Murphy, but none of 'em ever led me as merry a pace as the Winetown tandem."

He wore a mixed expression of serenity and concern on his face as he ground out a fanning-mill motion at the rear of the tandem. The first lap—the distance being 333½ meters, or 364 yards—was slow. No grand rush of any kind was indulged in till just at the inception of the last lap. The Lostes then "cut loose" and went by the stand at a smoking pace. Zim was going even then as fast as any body ever pedaled a machine. Going down the opposite side he essayed to go past the tandem, but no, not even the great Zimmerman could do that.

### Had Zimmerman Been Leading

into the turn for home, he must surely have won, but in order to come to the front he would have been compelled to pass the tandem on the outside, ride up somewhat on the grade, and cover a greater distance than his competitors. A hundred yards from the tape he swung out and made his customary effort to go to the finish line a head of his competitors, but the tandem pair had the start, and the length of the tandem machine to their advantage, so he was compelled to flop back behind and follow again. The margin which separated the Lostes from Zimmerman at the finish was about a half length.

Although, under the circumstances Zimmerman could not win, great credit was his for having refused to be shaken off. It was a grand effort, and, aside from the recognized worth of the Loste brothers in tandem work, great praise was due to Zimmerman for his being able to run them so close. The official time showed that the mile had been done in 2:15, and the last lap in :21¾. The last quarter was done in :25¾. The record for the lap was ⅓ of a second under Zim's remarkable record made July 29 on the same course,

### Riding Alone Against the Watch.

The terms of the agreement respecting the match called for a mile in 2:09 or better, standing start, or the result would be termed no race. The letter of the compact was accordingly adhered to, and the affair was called no race, with no run-over. It mattered little with Zimmerman, however, whether it was run again or not, for he expressed his belief that no cyclist could defeat the Loste tandem on that track.

The five-kilometer race netted another victory to Zimmerman. It was run in heats of two-kilometers, with from four to five in each, first and second to go in the final. Henri Loste won the first easily, with Vignaux, of Paris, second. Zimmerman was in heat number two, and he won from Buisson by about four inches. Zim made as good a contest of it as he knew how, and was warmly thanked by the polite Buisson for the narrow margin allowed him. Harry Wheeler had to work for his heat. Favrier, Gouillard, and Echard started with him and Favrier cut the pace so hard that all but Wheeler and himself got lost in the shuffle. Even then he did not let up, but kept Harry going all the way.

### Wheeler Won the Heat

by a long margin.

In the final were Favrier, Beconnais, Loste, Wheeler, and Zimmerman. Zimmerman and Wheeler cut all the pace, and the former was in the lead at the ring of the bell for the final lap. Zim kept his eyes on a backward glance, delaying the sprint as long as possible, and Wheeler carefully clung to his rear wheel. Around the turn the order was, Zimmerman, Wheeler, Loste, and that was also the order of finish. Zim won by a length, and Wheeler was lapping Loste's machine crossing the finish line. Wheeler had evidently recovered a good share of his speed since having been laid by with a damaged shoulder and arm, and he took up his familiar second





to Zimmerman's first. Time for five kilometers, 8:37; last lap, :26 $\frac{1}{2}$ .

At the Bordeaux track this afternoon Bouhours, one of the French riders who has been classed with the second-raters, raised the figures for the hour to 27 miles 792 yards (44 kilometers 183 meters). The weather was warm, the wind offered no interference to speak of, and the pacing was very regularly disposed throughout the performance. Bouhours got inside of records at eleven kilometers, and captured them all up to fifty kilometers. At twenty-five miles the watches showed 54:21 $\frac{1}{2}$ , and at fifty kilometers (31 miles), 1:07:55. A little over 2:11 for the mile was the average throughout. Zimmerman aided in the pacing during the last few kilometers.

J. M. ERWIN.

### THE ROVERS HAVE A MEET.

CLEVELAND, OHIO, Oct. 1.—The annual tournament of the Rover Wheel Club was held on Saturday last at the Newburgh track. The day and track were perfect, but the attendance was light, owing, no doubt to the unhandy location of the grounds. Another boy wonder was developed in the person of Clarence E. Proudfoot, of Mentor, who rode a flying start half, paced by a tandem, in 1:04 flat. Proudfoot is seventeen years of age. Within twenty feet of the tape he pulled out from behind his pacemakers and they both crossed at the same instant.

Another fast novice mile for this track was made and the mark was

One-mile, Rover Wheel Club championship.—P. T. Gilbert, first; Geo. Davis, second; Roy Davis, third. Time, 2:26.

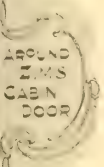
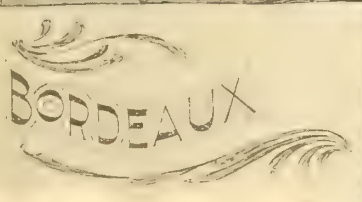
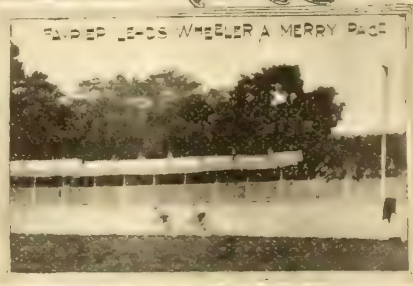
Two-mile handicap.—C. F. Williams, 140 yards, first; T. C. Booth, 120 yards, second; F. W. Braggins, 120 yards, third. Time, 5:01 $\frac{1}{2}$ .

Five-mile open.—Geo. Comstock, first; W. C. Emerick, second; C. Proudfoot, third. Time, 12:23 $\frac{1}{2}$ .

There were 218 starters on the Cleveland Wheel Club's annual century run to Geneva and return on Sunday last, and 177 finished inside the limit. There were fourteen ladies in the party, of which eight finished. They were: Mrs. Tom O'Brian, Mrs. Fred S. Lewis, and the Misses Alice Moore, Mayme Blake, Alice Purine, Luella Wells, Ida Zimmer and Lizzie Handinger. Mrs. O'Brian made the run in 9:15:00, actual riding time. L. E. Thomas, a 190-pound cherub, holds the record for punctures, having to repair eleven on the trip. All who finished will receive a bronze survivor's medal.

### FISHER'S MAGNANIMOUS ACTION.

BUFFALO, Sept. 29.—The riding of Fred W. Fisher, of Syracuse, was a feature of the Buffalo Cycling Association meet at Tonawanda this afternoon, and the plucky representative of the Century Cycling Club gained numerous admirers. He finished first in the one-mile open, but it was ordered run over as the time limit was not reached. A tandem was put in for pacemaking purposes the next time, and in the scramble to get behind the double



2:26 $\frac{1}{2}$ . C. B. Haskins, of the C. W. C., won every race in which he was entered and lowered his own record from 2:27 to 2:20 in the mile open. He also made an attempt to lower Van Tine's Class A half-mile state record of 1:01 $\frac{1}{2}$ , but owing to a bad pick-up at the quarter fell  $\frac{1}{2}$  of a second short.

For the Rover club championship P. T. Gilbert brought the mark down from 2:44 $\frac{1}{2}$  to 2:26 flat. The event of the day was the five-mile open. With eleven starters the bunch was still together at the three miles. In the fourth Calhoun took the lead and rode the full mile in 2:21 $\frac{1}{2}$ , scattering the bunch effectively. He, however, was not in it at the finish, his spurt doing him up. The World cup again went to a new winner in the person of Fred W. Braggins. Four men are now tied for the trophy, each having won a race. A. I. Brown also won it once, but of course is disqualified by joining Class B. A race between these men for the ownership of the cup will soon be arranged.

The motor cycle was advertised to do a mile against time but, owing to misunderstanding with regard to arrangements, did not show up at all.

#### Summaries:

One-mile novice.—E. L. Striebing, first; Tom Dugan, second; Carl Adams, third. Time, 2:26 $\frac{1}{2}$ .

Quarter-mile open.—C. B. Haskins, first; F. W. Braggins, second; Grant Calhoun, third. Time, :33 $\frac{1}{2}$ .

One-mile handicap.—C. B. Haskins, 100 yards, first; C. F. Williams, 80 yards, second; T. Dugan, 110 yards, third. Time, 2:14 $\frac{1}{2}$ .

One-mile handicap, Cleveland World cup.—F. W. Braggins, 70 yards, first; C. Proudfoot, 100 yards, second; Carl Adams, 120 yards, third. Time, 2:15 $\frac{1}{2}$ .

One-mile open.—C. B. Haskins, first; W. C. Emerick, second; T. J. Cull, third. Time, 2:20.

machine Fisher was dumped. He won his heat of the mile handicap from scratch, and would have occupied the same position in the final had he not been fouled near the finish by Sayles. Referee Potter disqualified the offender and gave the race to Fisher. When Fisher learned that Sayle's left eye was almost useless he withdrew his protest and asked that the Pressite be placed first. This generous request was granted and Fisher was cheered to the echo. He very neatly won the half-mile open from Lutz, of Buffalo, and also secured the unpaced event, his mile being in 2:26. Smith, of Oswego, rode poorly, and a fourth was the best he could get.

#### Summaries:

One-mile handicap.—T. J. Sayles, 90 yards, first; F. W. Fisher, scratch, second; C. E. Lang, 100 yards, third. Time, 2:24. The race was given to Fisher on a foul.

Half-mile open.—F. W. Fisher, first; W. A. Lutz, second; F. W. Julier, third. Time, 1:15.

Five-mile handicap.—A. E. Weinig, 160 yards, first; E. F. Leonert, 75 yards, second; W. F. de Temple, 150 yards, third. Time, 15:06.

One-mile open.—F. W. Fisher, first; F. W. Julier, second; J. Penseyres, third. Time, 2:34 $\frac{1}{2}$ ; limit 2:25; no race.

### A Romantic Wedding.

Fred B. Hart surprised Chicago cyclo-dom last week by quietly marrying Miss Katheryn Kelly. The couple had been on a bicycle trip to Milwaukee and on the spur of the moment had visited a minister. Mr. and Mrs. Hart are now on a wedding trip in the east. The groom is a well-known wheelman, having been prominent in West Side cycling for many years. He is the commanding officer of the First Regiment cycle corps and at one time made quite a showing as a racing man.



MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

# 29

## WORLD'S RECORDS!

ALL ON MORGAN & WRIGHT TIRES.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

1—J. S. JOHNSON'S MILE IN 1:50 3-5 ON MORGAN & WRIGHT TIRES WAS THE  
FASTEST MILE EVER RIDDEN ON A BICYCLE.

2—H. C. TYLER,	1	mile standing start against time	-	-	1:57 3-5
3—H. C. TYLER,	1	" on 4 lap track paced	-	-	2:03 1-5
4—NAT BUTLER,	2	" standing start against time	-	-	4:04 4-5
5—J. S. JOHNSON,	3	" " " "	-	-	6:26 3-5
6—J. S. JOHNSON,	4	" " " "	-	-	8:38 3-5
7—J. S. JOHNSON,	5	" " " "	-	-	10:48 4-5
8—H. C. TYLER,	1 1/4	" flying start unpaced	-	-	:26 3-5
9—H. C. TYLER,	1 1/2	" " " "	-	-	:54 1-5
10—J. S. JOHNSON,	1 1/2	" " against time	-	-	:53 1-5
11—J. S. JOHNSON,	2 3/4	" " " "	-	-	1:11 4-5
12—H. C. TYLER,	2 3/4	" standing start " "	-	-	1:19 1-5
13—J. S. JOHNSON,	3 1/4	" flying start " "	-	-	1:22 4-5
14—H. C. TYLER,	3 1/4	" standing start " "	-	-	1:29
15—H. C. TYLER,	3 1/4	" flying start unpaced	-	-	1:32 2-5
16—NAT BUTLER, "A"	1 1/4	" standing start against time	-	-	2:36
17—NAT BUTLER, "A"	1 1/3	" " " "	-	-	2:45 2-5
18—NAT BUTLER, "A"	1 1/2	" " " "	-	-	3:05 2-5
19—NAT BUTLER, "A"	1 2/3	" " " "	-	-	3:26 2-5
20—NAT BUTLER, "A"	1 3/4	" " " "	-	-	3:36 4-5
21—NAT BUTLER, "A"	2	" " " "	-	-	4:07 2-5
22—H. DAVIDSON, "A"	1/4	" standing start unpaced	-	-	:28 1-5
23—H. DAVIDSON, "A"	1/4	" flying start against time	-	-	:26 4-5
24—H. DAVIDSON, "A"	1/3	" " " "	-	-	:36 2-5
25—H. DAVIDSON, "A"	1/3	" standing start paced	-	-	:41
26—H. DAVIDSON, "A"	1/2	" standing start against time	-	-	1:00 2-5
27—H. DAVIDSON, "A"	1/2	" flying start against time	-	-	:55 3-5
28—H. DAVIDSON, "A"	1	" flying start unpaced	-	-	2:14 2-5
29—NAT BUTLER,	15	" on the road	-	-	41:25 1-2

MORGAN & WRIGHT,  
CHICAGO.

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## SANGERVILLE RACES.

**The Brother of the Big 'un Distinguishes Himself—A Scheme to Extend Sheridan Drive to Milwaukee.**

MILWAUKEE, WIS., Oct. 3.—Milwaukee riders—especially Willie Sanger, Edward Roth, and William Howie—won all the honors at the Milwaukee Wheelmen's race meet here last Saturday. The race was not conducted like many others that have been seen here this season—for the money in it—but the first consideration was to make it pure amateur sport, and those who saw the races are united in saying that the tourney is the best that has been seen here this season. All the first prizes in the ten events were carried off by Milwaukeeans, although A. L. Leonhardt and A. V. Jackson, Jr., of Chicago, were here among the outsiders to win some of the glory. The three handicap events on the programme were won by Edward Roth. They were the one, two, and three mile handicap races. W. F. Sanger, a younger brother of Walter Sanger, again showed himself a good rider by winning the one-mile championship race of Milwaukee. It was a pretty match for honors between Sanger, and Howie. J. C. Schmidtbauer started and set the pace for the two, and up the last quarter Sanger and Howie were close together, when Schmidtbauer dropped out and Howie took the lead. In rounding on the last turn Sanger took advantage of an opening, took the pole and then began the race in earnest. They made an elegant finish, but

### Sanger Outspurred His Rival

and crossed the tape first, with Howie close behind. In the quarter-mile open Sanger's only opponents were Jackson and Leonhardt. Sanger took the lead and retained it and won by a spurt with a narrow margin.

William Howie did good work and won the half-mile open from Sanger, Leonhardt, and Jackson with comparative ease. He then went into the one mile, 2:30 class, and pushed his way to the front with a large field against him and finished first. The time limit was placed at 2:35. The race was the feature of the day and was a hot one from the start to the finish. Up to the last quarter the men were pretty well bunched. In the last quarter Sanger and Leonhardt were riding hard for first place when Howie with a wonderful spurt fairly shot past both of them, and before they could recover from the surprise he had won the race. The boys' races were spirited and well ridden.

In the handicap events Roth, the speedy road racer, demonstrated that he is also a good man on the track. In the one-mile handicap he had ninety yards start, but had such men as Sanger, Leonhardt, Crocker, and Jackson to compete with. The two-mile handicap ended with four men close to the tape and was won by Roth by a spurt. In the three-mile handicap Roth displayed his lasting powers and distinguished himself by running away from a large field.

### Summaries:

One-mile novice.—A. Bingenheimer, first; Lewis Wagner, second; E. Johnson, Chicago, third. Time, 2:42.

Half-mile open.—Will Howie, first; W. F. Sanger, second; A. Jackson, Jr., third. Time, 1:23.

One-mile handicap.—Edward Roth, 90 yards, first; Albert Krugmeier, 75 yards, second; E. A. Clifford, 85 yards, third. Time, 2:17½.

One-mile, 2:30 class.—William Howie, first; A. Jackson, Jr., second; A. L. Leonhardt, third. Time, 2:30½.

Two-mile handicap.—Edward Roth, first; J. C. Schmidtbauer, second; Anton Stolz, third. Time, 4:51.

Quarter-mile open.—W. F. Sanger, first; A. L. Leonhardt, second; A. Jackson, Jr., third. Time, :55½.

Three-mile handicap.—Edward Roth, 250 yards, first; Albert Krugmeier, 200 yards, second; E. Bingenheimer, 250 yards, third. Time, 7:26½.

One-mile, Milwaukee championship.—W. F. Sanger, first; Will Howie, second; J. C. Schmidtbauer, third. Time, 2:36.

### To Extend Sheridan Drive.

The local agitation to have the Sheridan Drive, which now extends from Chicago to Waukegan, built to this city, is gradually growing, and during the past week developments have occurred which may make an extension a possibility in the near future. It is now proposed to ask the legislatures of Wisconsin and Illinois to take a hand in the matter. A bill is to be introduced in the next session of the Wisconsin legislature, calling for an appropriation of \$25,000, which is to be expended in the securing of the right of way and the making of the necessary survey in this state. Another bill is to be brought before the Illinois legislature calling for an appropriation sufficient to build the road to the state line. With the aid of these appropriations, should they be granted by the two states, the promoters of the extension will have easy work to secure assistance from the property owners along the intended route. The route will be along the lake shore, and the roadway is to be of asphalt and will greatly enhance the adjoining property, besides opening up a number of summer resorts. The local Merchants' & Manufacturers' Association is interested in the scheme and has the indorsement of nearly all the local business men. Besides being an improvement to Milwaukee, towns like Beloit, Racine and others in the southern part of the state will be benefited. If the roadway is completed it will be the longest boulevard in the world and will be a great thing for wheelmen.

Milwaukee has been the resort during the past few years where love-sick Chicago couples have cut all kinds of capers, but

### One of the Most Romantic Marriages

that has taken place here during the summer is that of Frederick B. Hart and Miss Kateryn Kelly, both of Chicago. The couple ride wheels and during the summer have been frequent visitors to this city. Miss Kelly followed on her wheel wherever Mr. Hart went. This he noticed so early

last month when they were again in the city, he remarked to her as they rode up Grand avenue that he dared her to follow him to a minister and be married. Now Miss Kelly is not the kind of a person to be dared and consented to follow. The Rev. Charles F. Allert, of the First German M. E. Church, was singled out to perform the ceremony and was sworn to secrecy not to make the wedding public. This was a month ago, but the other day the marriage certificate was filed in the office of the register of deeds when the marriage became public property.

The Waterloo bicycle races held last week resulted as follows: The novice was won by J. Sperbeck, of Palmyra, in 2:52; the half-mile handicap by Riley Millard, of Lake Mills, in 1:08; the quarter-mile open by Willie Sanger, of Milwaukee, in :39; the mile handicap by Millard in 2:33, and the two-mile handicap by Millard in 5:23.

Arthur Weilup won the road race of the Crescent club over the Mukwanago road last Sunday. The course was six miles. The time prize was captured by E. A. Clifford, whose time was 18:41.

## M'ALEER A COAST CHAMPION.

LOS ANGELES, CAL., Sept. 24.—The long disputed question as to who is the twenty-five-mile champion of southern California has been settled for the time being, and Thomas McAleer is the man. Casey Castleman, of Riverside, aspired for the honor, and two months ago the two men met and agreed that the much-mooted question of superiority be settled today at Athletic Park, the prize to be a medal, donated by Thomas H. B. Varney, the Pacific Coast Rambler agent, and a \$130 bicycle, the money to pay for same being deposited by the contestants with the referee, W. J. Allen. A large crowd assembled at the park, and when the men appeared about 3:30 o'clock they met with a great reception. Pacemakers were allowed, and both men got off well, McAleer leading, with Castleman hugging his rear wheel. It was evident that loafing would be eschewed. The first ten miles were ridden in 25:32. In this mile McAleer's tire blew out, and Castleman took advantage of the mishap and sprinted for all that was in him, being paced by Louis Fox, and had a lead of an eighth of a mile before McAleer could get another wheel, and consequently Riverside money was plentiful, but it fell again when in the sixteenth mile McAleer caught and passed the man from Riverside amid deafening cheers. Castleman's riding was of the upper order too, and he hung onto McAleer's wheel with the tenacity of an octopus, and when the pistol announced the hour the men had ridden twenty-three miles. When the gong announced the last lap McAleer was a wheel to the good, but the men did not commence the final sprint until the last turn was reached, and they were then going at such terrific speed that Castleman could not hold the turns, and went over the bank. McAleer and his pacemaker could not do much better, but they managed to keep the track. Castleman regained the track and started in pursuit of McAleer, and gained on him perceptibly, but could not catch his speedy opponent, who beat him over the tape by twenty feet, beating the coast record by 1 minute. Castleman filed a protest with the referee on the ground that McAleer and his pacemaker Burke crowded him (Castleman) from the track and he thus lost the race. The referee after some deliberation decided that McAleer won the match fairly.

W. A. Cowan, on behalf of Castleman, announced that the matter would be brought before the Racing Board. It is a well-known fact, however, that Castleman can defeat McAleer in such a short sprint as the one which ended today's race. McAleer was the first over the tape for twenty miles, Castleman being first for five miles after McAleer's tire blew up.

## YAZOO CITY'S LAST MEET.

YAZOO CITY, MISS., Sept. 29.—The two days' race meet held here September 26 and 27 was a decided success. About one thousand people witnessed them each day. The riders were all loud in their praise of the new track, which has just been completed. These are the last races that will be held here this season.

### Summaries:

One-mile novice.—E. D. Gonzales, first; H. M. Pepper, second; W. R. Brown, third. Time, 2:45½.

Quarter-mile open.—W. A. Brown, Jr., first; H. T. Eggleston, second. Time, :36½.

One-mile open.—E. D. Gonzales, first. W. A. Brown, Jr., second. Time, 5:45.

Five-mile open.—W. A. Brown, Jr., first; W. H. St. John, second. Time, 15:37½.

Two-mile, 3:00 class.—H. M. Pepper, first; H. C. Phipps, Jr., second. Time, 5:58.

One-mile, 2:50 class.—E. D. Gonzales, first; W. R. Brown, second; R. S. Poursine, third. Time, 2:40.

One-mile handicap.—E. D. Gonzales, scratch, first; W. R. Brown, Jr., scratch, second; Ed Luke, third; W. H. St. John, fourth. Time, 2:37½.

Two-mile open.—E. D. Gonzales, first; W. R. Brown, second. Time, 5:49.

Five-mile open.—W. A. Brown, Jr., first; W. H. St. John, second; E. D. Gonzales also started. Time, 14:50½.

Two-mile, 6:00 class.—H. M. Pepper, first; W. R. Brown, second. Time, 6:02.

Quarter-mile open.—R. S. Poursine, first; H. T. Eggleston, second; C. W. Shropshire, third. Time, :37½.

One-mile consolation.—W. R. Brown, first; H. T. Eggleston, second; H. C. Phipps, Jr., third. Time, 3:03.

## A MILE IN 1:41 1-5.

Advices from England state that Schofield and Relf, on a tandem, rode a mile on the road in the startling time of 1:41½. They rode a seventy-six gear. This will be good news for the record breakers who have feared that the tandem had attained its highest speed when Titus and Cabanne did a mile at Minneapolis in 1:52½.



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## RAYMOND ILL.

**He Caught Cold at Springfield and had to have an Operation Performed—Other New York News.**

NEW YORK, Oct. 1.—While at Springfield, Chairman Raymond caught a severe cold which settled on his lungs and resulted in an abscess in the stomach. Last Tuesday he was compelled to retire from the duties of his office temporarily. Mr. Raymond's physician found it necessary to perform an operation which was done with favorable results. He hopes to be around again shortly attending to League matters as heretofore, which are accumulating hourly during his absence.

The lantern parade of the Crescent Wheelmen at Plainfield, N. J., last Wednesday night, proved itself a gigantic success. The procession was almost a mile in length and all styles and manners of decoration were upon the wheels. Some of the riders, instead of using muslin to decorate their machines with used red, white, and blue tissue paper with very pretty effects. The men who led the parade, together with the assistants, were as follows: Chief marshal, Frank L. C. Martin; assistants, Richard Williams, Al Tittsworth, J. J. Kenny, and T. A. Cuming. Mayor Gilbert and many other prominent members of the Union County Country Club

### Reviewed the Parade

from the veranda of the clubhouse.

Company I, Twelfth Regiment and the Pastime Athletic Club, of this city, will hold their combined games at the armory of the regiment, Thursday evening, November 22. The cycle racing at this annual set of games, is always interesting and heartily applauded. It is also rumored that a rather lengthy tournament of bicycle racing will be held at Madison Square Garden this winter, but details could not be learned.

The twenty-five-mile road race, to be run on October 6, over the Elizabeth-Rahway course in New Jersey, is attracting no small amount of attention hereabouts, and competent judges say that the record will surely be broken. One of those who will compete is Dave Simmons, of Brooklyn, who has already gone over the course unpaced and alone in 1:08:30. This one performance entitles Simmons to a great amount of consideration.

The entries include F. J. Titus, David Simmons, A. H. Barnett, F. F. Goodman, Geo. W. Coffin, W. J. Helfert, W. J. Mooney, and several other well-known road riders of record-breaking proclivities. A time limit of 1:15:00 has been placed on the race—each man finishing in less than that time being presented with an elaborate prize. The winner will come very close to 1 hour flat, providing the weather is good and consistent with record rides. There are but two grades in the entire course, both of which are

### Easy to Ride,

so that with fair weather the record seems sure to go. The New York *Recorder* is promoting the event. The race will be limited to twenty starters, and a special medal will be given the man who succeeds in establishing a new record.

To a certain extent, the bicycle is to be put to practical as well as active use in the United States army, and that too at once. The signal corps, stationed in Texas, has been authorized to purchase a bicycle with a reel attachment. It is their intention to use this in the construction of telegraph lines, the reel carrying the wire and playing it out as the bicycle is propelled along by its rider. So far so good, but we are told that the same reel will be used, after the service has no further use for the line, in gathering it up again. Here is a huge chance for some inventive genius to study up a means whereby the collection of wire can be as easily made as the uncoiling of the same.

At the ten-mile road race of the Brooklyn *Citizen*, under W. Hart Roberts' auspices last Wednesday, the most picturesque figure seen in many days strode around, to all appearances ill at ease. It was "Jack" Knowles, the Kings County Wheelmen rider, who had but the day before completed his thirtieth consecutive daily century ride. "Jack" looked for all the world like an Indian, so tanned had he become by the constant exposure to the elements, of which he has experienced all kinds since the commencement of his creditable venture. During the ride he gained six pounds, and now looks, even more than ever before, a perfect picture of health.

On Labor Day Isaac B. Potter acted as referee at a race meeting in Albany. When the race for boys under sixteen years of age was called, about

### Ten Candidates for Honors

appeared at the tape. Nearly all of the boys looked much older than sixteen years, and they aroused the referee's suspicions as to their eligibility, so a query as to the age of one satisfied Potter that he, at least, was long past the limit. He explained matters, however, by saying that there were others in the race who were also over sixteen, so Potter began to investigate. The first one asked said he was born September 1, 1878, and the referee at once told him that he was three days too old. The next boy figured up what the three days meant, and replied that he was born August 28, 1878, having figured in the wrong direction. By this time the remaining seven would-be starters were racking their brains with calculations in arithmetic. When Potter asked the fourth boy what his birthday was, the lad answered September 12, 1878, whereupon the referee replied "All right, that lets you in."

Then followed a most astonishing display of vital statistics, for every one of the remaining six boys vowed that his birthday was September 12, 1878. After the race one of the boys remarked, "There was no use of run-

ning any chances, and so long as September 12, 1878, went with one, why where was the sense of taking a risk on any other date."

But few persons knew why Alfred S. Swartout, of the Newark Wheelmen, was so set on choosing a ladies' wheel when he was told to pick his prize for winning the big twenty-five-mile road race of the Associated Cycling Clubs of New Jersey, on September 3. Now, however, it is all plain for it is announced that he will marry Miss Sadie M. Lewis on Wednesday, October 3, at 112 Mechanic street, Newark, the home of the bride.

Conn Baker, the Columbus racing man, spent several days in the city, immediately following the Philadelphia tournament. He says he will race on the southern circuit this winter.

On October 15 the applications for space at the National cycle show in New York will be opened, and the letters acted upon. Over seventy letters, as yet unopened, have been received on this subject to date.

A grand musical and literary entertainment will be held at Mackie's Boulevard Hotel on the Ocean Parkway and Foster avenue, Brooklyn, Thursday evening, October 4. All the proceeds will be given to the wheelway fund and the promises are that a substantial sum will be realized.

Word comes from Atlanta, Ga., that a bona-fide Daisy Bell eloped recently on a bicycle with her youthful lover, one Oscar Edwards. She is but fifteen years of age, while the latter is three years older. The elopement was well planned, and equally well carried out, much to the anger of the girl's parents. Daisy was the only possessor of a bicycle, but on it both the bride and groom rode to the minister's house where the knot was tied.

## THE EASTERN C. O. P.

OXFORD, PA., Sept. 28.—A bicycle race meet was held here today in connection with the Chester County Fair, which was largely attended. There were only three events, but owing to the large number of entries they furnished plenty of sport. One of the principal features was the fine riding of Charley Church, of the Chester Bicycle Club, who, in the two-mile handicap, started from scratch and mowed down the other contestants one by one until he crossed the tape in the lead. Bob McCurdy, of Philadelphia, was fouled and thrown from his wheel in the one-mile open, but was not seriously injured. The summaries:

Half-mile open.—Luther C. Johnson, first; J. A. Gebhard, second; R. J. Brown, third. Time, 1:24½.

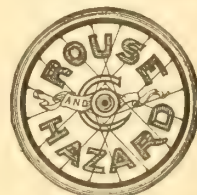
One-mile open.—Carroll B. Jack, first; Charles A. Church, second; Luther C. Johnson, third. Time, 2:47½.

Two-mile handicap.—Charles A. Church, scratch, first; J. A. Gebhard, 95 yards, second; L. C. Johnson, 140 yards, third. Time, 5:40.

### A Record-Breaking Track.

EL PASO, TEX., Sept. 27.—The El Paso Cycle Track Association was organized in this border city of 12,000 inhabitants August 6, 1894, and at the quarterly meeting permanent officers were elected as follows: J. C. Bushong, president; James P. Williams, vice-president; F. E. Morriss, secretary; Joseph F. Williams, treasurer. Twenty-five charter members were enrolled. It was decided that a track for cyclists must be built at once, and less than two weeks from that date work was begun on what will no doubt prove to be a record-breaking track. It will be finished October 1, and our home men will attempt to lower all the present Texas state records. There is a \$1,000 medal offered for the unpaced mile record at the end of the season. It is hardly probable that on any of the eastern tracks races of any kind can be held as late as October on account of the conditions of weather, and in that case, if the different wheel manufacturers are anxious for their wheels to hold the honor of winning that great trophy, why not have the riders representing them come to this land of everlasting sunshine, where racing can be indulged in all winter? Our track will be what they are in search of, and it will compare most favorably with any in the United States in point of speed. A race meet will probably be held here in November, about Thanksgiving; and all the stars of Texas will be invited to compete.

Gardiner and Bainbridge, of Chicago, have been added to the Union team.



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this year's make. . . .

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No such reliable goods at anywhere near the prices have ever been offered. Dealers can meet any competition in the U. S. at the present time with these goods.

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'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 28-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	60
'93 Ladies' Regis, weight, 32 lbs. Highest grade	150.	75
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	75

Liberal Discounts from these prices. Send for Special Bargain List and Discounts. Buy a sample machine, it will not cost you much, and you will be convinced these cycles offer the best value on the market today and are ready sellers.

**ROUSE, HAZARD & CO., 142 G STREET PEORIA, ILL., Manufacturers.**  
MENTION THE BEARINGS.





Mr. C. C. Hildebrandt, the more or less famous rider of St. Louis, has made a new record for the no less famous De Soto course. He made the round trip of that course at one sitting or say, rather, at one riding. This reminds me of an anecdote told by my friend Willie Herrick, the celebrated centurion. Bill had been riding centuries in the vicinity of Chicago for about a year, and had an idea that he was just the man to "do" the St. Louis boys on the hilly De Soto trip.

Action with Willie is simultaneous with thought. He canvassed his friends among the hard riders of the Century club and found ten or fifteen genial souls who were ready for anything in the way of hill climbing. They were ready to show all the jay riders in "Mizzoura" how to do big runs and so they organized a party and went to St. Louis.

To make a long story short they arrived in the town at the other end of the big bridge and started out to ride to De Soto. Bill and "Birdie" Brewster were companions of the road and were left sadly in the rear. They thought that the Rockies had been shifted and that they were riding over mountains instead of hills. After one particularly long and trying ascent this precious pair drew up before the door of an old-style Missouri tavern. A sign creaked to the wind on rusty hinges, reading:

ST. LOUIS PALE BEER  
ON DRAUGHT.

"Here!" exclaimed Bill to "Birdie," "let us go in here and blow the foam."

"By all means," responded "Birdie." The day was hot and both men were almost exhausted by thirst.

Bill walked up to the counter and said:

"Give us six beers, quick!"

"Six!" exclaimed the old man who was behind the bar. "Six! Where's the rest of you?"

"Never you mind," replied Bill, "put six beers out there and don't wait until the foam is all out of the keg."

The six beers were put out and before you could say "Jack Smith" they had disappeared down the throats of the two thirsty hill climbers.

The old Missouri tavern-keeper said afterward that it was the quickest action he had ever seen in all his life.

#### Some Few Testimonials.

At the request of the editor I wrote to a number of prominent people for their opinions on cycling, and take much pleasure this week in throwing open their various replies to the general public:

G. Cleveland writes: For many years I was troubled with a buzzing sound in my head, for which my physicians could not account. The Republican papers said that it was owing to the existence of a wheel in my head, and thinking that, for once in their lives, the Republican papers might have been right, I decided to try a homeopathic remedy, and so I bought a wheel. After riding the wheel a week I found that the buzzing grew less and that my appetite grew greater. I have been riding now three months, and I am glad to announce that the buzzing is all gone, and that my head is as clear as a bell. I would not be without a wheel for anything, and keep one constantly in the house. Mrs. Cleveland and the children are thinking about taking up the sport, and if they follow my advice they will.

Frank James, the well-known train robber, a brother of the famous Jesse James, writes: I would never have left the highway robbery business if the bicycle had been in them days what it is now. What us fellows wants is rapid transit to our homes and firesides after our work is done. I was "conned" in quitting the railroad business, and after they gave me a job taking tickets at a theater, and I learned that Johnson, et. al, was riding in 2 minutes and less I was dead sore at myself for resigning and giving place to them blokes in Missouri that get pumped full of bullets on a job. To a man in my line the wheel is the greatest blessing on the stool, and as I said before, I am sore I wasn't on earlier. If them gazays that's trying the game now would only use the wheel instead of plugs they'd be in it. I send this testimonial free of charge, but if any good cycle firm wants to hire me as an agent I'll snap 'em up at wantst. Here's a chance for some of them big manufacturing boys to make a hit with the people. I aint saying no more in my present. Excuse bad spelling and writing, as I am in haste.

Albert Edward, the Prince of Wales, cables as follows: Please send me four of your best wheels at once. I have used the half dozen ordered on the 15th ult., and can't afford to be without them. P. S.—No duty will be charged on entering this country, as I have a drag with the customs. Remember me to all the boys in Chicago.

Ella Wheeler Wilcox, the mad, passionate potess, sends us the following

commendation: Until I was umty years old I suffered tortures worse than St. Louis from hot feet. Did you ever have hot feet? No? Then you will never be able to appreciate that fierce throbbing pulse wracking soul fever that he who has felt can alone describe. When all the doctors had failed I was persuaded by a lady friend to try the wheel. It was in sheer despair, the mad, angry despair of a blighted, love-eaten gizzard, that I took up cycling. In two weeks the hotness disappeared completely, and now I have to carry a stove. I cheerfully recommend the wheel to all sufferers. (N. B. Let that check be for \$150 instead of \$25 as you propose.)

In a letter from Susan B. Anthony, that famous suffragist says: Yours of the 17th received and contents noted. I approve of the wheel for all ladies who want to be voters. I have ridden in the front rank for seventy-five years, and heartily recommend it to all women as a substitute for that horrid thing matrimony. Belva Lockwood joins me in the above. Success to your good work.

Herr Most writes: Pas Ouf! Wacht em Rhine! Wiener Schnitzel mit kotofal salad. Och Gott, eim mal bier, August! Hoch!

Rev. Dr. Parkhurst sends us the following communication: For four years I have been studying how to abolish crime, and have just got down to the bicycle. You can send me forty-five gross of your fastest machines. My purpose is to mount all the members of Tammany on them, together with the New York police force, and start them all off on a century run to that place where wood rims and rubber tires would not stand the weather. When some good man will invent a hill climber the wheel may be used to replace the traditional hand basket. So long for the present.

Other testimonials crowded out for lack of space.

#### What, Little Pye Bliss?

*Bicycling News* is a paper owned and edited in London, England. Its last number contains the following dispatch from New York:

"NEW YORK, Friday.—At Springfield, Massachusetts, last night, *the horse*, J. B. Bliss, paced a mile with a flying start in 1:52%."

This may be a joke. If it is, and we are notified, we will laugh (ha! ha!), next spring.

#### What's the Matter With Ireland?

Every woman in Sackville street was looking the same way on a certain day last week, and nearly every face wore the same expression of indignant dismay. A man with a baby slung in a carrier in front of his machine, was pedalling smartly through the thickest of the traffic, and evidently enjoying the sensation he created. We should not like to have been in that man's place, if only half the bloodthirsty threats made by the feminine passers-by could have been carried out. The performance was certainly an extremely foolish one.

The above is cut from the *Irish Cyclist*. What's the matter with Ireland? Is it possible that in the old country there are no pater-familias that carry their infants in baby seats before them on the cycle? I have been in



the Sackville street mentioned, and I can assure every cyclist in Chicago that, compared with any of the leading thoroughfares in this town, it is a deserted and dead highway. I have among my personal friends a score of fathers who never think of taking a ride about town without their babies. Indeed the stores that deal in sundries count their "baby carriers" among their most asked for articles. Certainly if a man can carry a baby on his wheel in Madison street, "the finest street in Europe" (Sackville) would be an easy field to conquer.

I am afraid our Irish friends are behind the age.



# THE DUNLOP TROPHY RACE.

TORONTO, Sept. 29.—The contest for the \$1,000 Trophy presented by the Dunlop Tire Co. for competition among the Canadian clubs, in a twenty-mile road race, took place today over the Kingston road course, finishing on the Woodbine race track in the presence of over two thousand spectators. The weather was perfect. No outside clubs entered for the contest, no doubt concluding that they would have no chance against the local men.

To the surprise of every one the contest resulted in a dead heat between the Atheneum Cycling Club and the Royal Canadians, each club



L. D. ROBERTSON, WINNER OF THE DUNLOP CUP.

scoring 216 points. L. D. Robertson, of the former club, came in first in 1:02½. The time to the turn was 37:08 and the last ten miles was rattled off in 24:52½.

L. D. Robertson was presented with a handsome medal by J. B. Boustead who is first president of the Canadian Wheelmen's Association. The order of the finish and the points scored was as follows:

PO.	RIDER.	A.	B.	C.	R.C.B.C.	T.	B.	C.	W.	B.	C.	Q.C.B.C.
1	L. D. Robertson.....	50										
2	T. B. McCarthy.....	49										
3	W. R. Hensel.....		48									
4	W. M. Carman.....	47										
5	S. H. Gibbons.....		46									
6	C. C. Harbottle.....			45								
7	W. Hulse.....		44									
8	W. Hyslop.....			43								
9	R. E. McColl.....			42								
10	H. Thompson.....		41									
11	J. Crow.....	40										
12	F. Dalton.....										39	
13	C. McQuillan.....								38			
14	J. Anderson.....		37									
15	W. H. Lee.....			36								
16	H. Syms.....			35								
17	R. Jaffray.....							34				
18	J. Miln.....											
19	H. Love.....											
20	F. Crowley.....							31				
21	A. Bergoine.....	30										
22	F. Anstey.....											
23	J. B. Holland.....							28				
24	J. Young.....											
25	J. F. Deeks.....							26				
26	A. Reid.....										25	
27	R. O. Blayney.....											
28	Alf Young.....											
29	W. McIntosh.....											
30	J. C. Robinson.....										21	
31	A. Lennie.....											
32	C. Greatrix.....										19	
33	F. Doll.....											
34	R. Falconer.....										17	
Total.....		216	216	201	157	121						

Later.

TORONTO, ONT., Oct. 3.—A recount gave the Atheneums the road race by two points. An injunction was served today by Royal Canadians to prevent the delivery of the cup.

# DE SOTO CONQUERED

Sept. 23, Messrs. J. C. Anderson and George Marqua made the round trip

## From St. Louis to De Soto and Return

over that famous ninety-six mile machine-smashing course,

## And Climbed Every Hill Both Ways

a feat never before accomplished, and generally regarded as impossible. They both rode 25 pound

*Su-Mi-Num.*

and both machines went through without injury (except bent cranks) although severe tumbles were taken.

For Easy Climbing,  
For Fast Coasting,  
For Strength,

## THERE IS NOTHING LIKE IT.

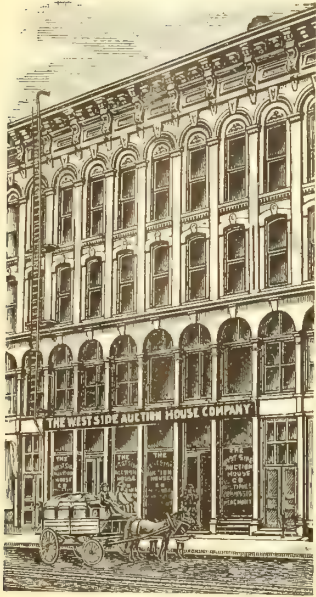
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CHICAGO, ILL., October 1st, 1894.

GENTLEMEN: We beg to announce we shall hold our closing sale of bicycles on Saturday, 13th inst. If you have any surplus stock of wheels or any you wish to dispose of this season, we shall be pleased to receive them on consignment and promise you our best services. We commenced selling wheels this year early in March and have continued them weekly since then. The prices realized and the big demand for bicycles at our first few sales led us to expect an unusually large turnover, even greater than our sales of 1893, but the big strike and great depression of trade came on and interfered with this. Still we have sold upward of ten thousand wheels to the satisfaction of consigners. We will commence these sales early in the spring. We make cash settlements day of sale, and cash advances to any amount when wanted. Reference, the Hide & Leather National Bank of this city.

Thanking you sincerely for past patronage, and assuring you of our best attention to your interests at all times, we are, Gentlemen,

Your obedient servants,

THE WEST SIDE AUCTION HOUSE CO.,

John J. Walls, Secy.



## ON A MOUNTAIN TOP.

STUEBENVILLE, O., Oct. 1.—Steubenville has played in rather hard luck all season. Twice have the Steubenville cyclers given a race meet and just that number of times has it failed to attract the great field of flyers. August 31 and September 1, E. C. Johnson carried away over eleven hundred dollars in prizes. These prizes are always up to value. Today Sanger and the Cleveland, Rambler, and Triangle teams put up a good contest. The attendance was only 1,000.

The track is located on the top of a mountain which has been leveled off. No cars run up the heights and Steubenville people hate to climb. Of a clay composition this track is the best horse track the men have competed on for some time, although it is up and down grade in one place. Bliss today broke the half-mile state record, doing :58%, the former record being :59%, by E. C. Johnson on this track, and Bliss is out of training, having been smoking for some days.

Cabanne failed to break the world's two-mile standing start record by only  $\frac{3}{4}$  of a second. He was paced by Sanger the first quarter Lumsden and Cooper the next mile, and the Johnson brothers the last mile.

### Sanger Essayed to Pace

the last quarter, there was a misunderstanding and Cabanne was slowed just enough to lose. The record is 4:15, made by Kennedy at Denver.

There was but one fall, caused by Githens striking E. C. Johnson's rear wheel. Githens went down and struck the fence with his arm. Baker went over and ground dirt with his head for a matter of fifteen yards. A doctor was called for from the stand and Cabanne yelled for Dr. Brown, the crowd cheering.

Had as many good Class A men made the circuit as were pitted against each other in the first race, the half-mile open of today's programme, Class B racing would have been nil. Banker, Bernhardt, Rigby, Trappe, Patterson, and a dozen more lined up. At the pistol report there was a roar as a dozen men shifted for place, each yelling loudly. Down the straight Rigby had a length lead and was coming neatly. Bernhardt, Banker, and Trappe were back and trying to get through. Bernhardt succeeded, but finished a length back of Rigby, Ramsey, of Erie, and Trappe, third and fourth. Banker tried coming through on the fence and sat up. The time was 1:10.

E. C. Johnson once

### Made a Killing

in Steubenville, taking \$1,100 in diamonds in one day. He was naturally a warm favorite in the quarter, getting away first. Johnson worked hard down the stretch, but was beaten out by Cabanne who rode finely into first, a length ahead of Brown who was six inches ahead of E. C. Johnson. L. C.

Johnson fought a hard fourth and won by a half a foot over Cooper. The time was :32%.

J. P. Bliss lowered the state record for the half-mile flying, doing :58%. The former record was :59%, by E. C. Johnson on this track. Tom Cooper pulled Bliss up to the tandem, Githens and Lumsden up. This was a meritorious performance, inasmuch as Bliss has been out of training for a week, and all know what that means with Pye.

Coulter, of Toledo, overlooked a bit when he failed to appear at this meet. He has complained of being over-handicapped in the east, and here received 200 yards, the limit in the two-mile handicap. Tom Eddy, at 150 yards was limit, Goetz had 130, Baker and L. C. Johnson 110, E. C. Johnson 90, Tom Cooper 70, Githens 60, the virtual scratch man. Githens closed on Cooper and the two with the field at a quarter, with Eddy and Goetz taking turns in pacing fifty yards ahead. Ernie Johnson pulled out and caught the field, which closed up at the mile and loafed. It was harder work for these mend to ride a half in 2 minutes than to have

### Put Up a Good Race.

Tom Eddy made the jump past Cooper, who again passed on the straight, E. C. Johnson worked hard to pass, but finally gave up and was passed by his brother L. C.; Goetz running fourth, Githens and Baker fell at the quarter, Githens hurting his arm above the elbow. Baker ground dirt with his head for about fifteen yards. Dr. Brown was called for Githens' case when a doctor was asked for from the stand.

The quarter-mile open, A, was a surprise to local people, G. E. Helms, of Steubenville, defeating Rigby, Bernhardt, Trappe, and Banker in a very warm spurt down the smooth straight and winning by but six inches. Rigby less than six ahead of Bernhardt and Trappe as close a third with eight other men, all in a close finish in :33%.

The half-mile, Class B, was a pretty contest, with a time limit of 1:15 and Lumsden up to pace. Sanger fell into third place behind the pace-maker and when Cooper jumped came out after, a hundred yards from home passing him. Sanger won, Cooper lapping his rear wheel and L. C. Johnson on the pole beat out Doctor Brown, who was pressing Cooper at his pedals. The time was 1:07.

It was a close neck-to-neck fight between a half-dozen men for the third-mile state championship, in which F. L. Trappe won by a few inches, Quimby and Bernhardt second and third in :47%.

Over five hundred dollars in prizes was offered in the mile state record, specially sanctioned Class B contest with a \$300 diamond to first. Lumsden paced for three-quarters of a mile when Sanger went to the front and won in a driving finish, Cabanne clinging to him and Tom Eddy running up third, L. C. Johnson a length back and Brown well back of them. The time was 2:22.

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VOL. II.

CHICAGO, OCTOBER 5, 1894.

No. 5.

Published every Friday by

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EDITOR, FRANK T. FOWLER.

## AN AGENT SAID.

In the course of a conversation with a prominent agent recently (he does not handle the Fowler—but will) our talk turned on the subject of tires. After discussing pro and con durability and ease of repair, we came to that important point—speed. "I see ——— is riding ——— tire now," he remarked. "Yes," we replied, "but you can't go anything by that now a days." The agent then said, "These fellows ride wheels and tires that there's the 'most in.' You would be surprised," he continued, "at remarks I hear so often expressed by people whom you would naturally think knew nothing of racing affairs, to the effect that the advertising derived from Class B wins amounted to naught—your victory in cutting the 50 and 100 mile road record, the first and second places in the Chicago road race, the time prize in the last Pullman, Hanson's 114 miles, and his breaking of the American 24-hour record, under the most unfavorable circumstances, are what count more than any Class B wins any one can name."

He hit the nail plump on the head that time. If you are an agent you would rather say to a prospective buyer that first and second in the great Chicago road race was of more credit to the wheel, than to say that Mr. ——— (a Class B man) rode it in his races, wouldn't you? As a prospective buyer wouldn't you accept the unequalled list of Fowler winnings against the record that any manufacturer can show up of his hired men? Which would be the true index of speed if you were to gauge it by its victories? Wouldn't it be Fowler?

## AS A HILL CLIMBER.

CALDWELL, OHIO, Aug. 31, 1894.  
THE HILL CYCLE MFG. CO.,  
Chicago, Ill.,

DEAR SIR: On the 28th inst. on my Fowler Bantam, I climbed one of the longest and worst hills in this or any adjoining country; a hill never but once ascended by any wheelman.

On the 30th on same wheel, I easily climbed one of the longest and by far the steepest hills in all this section of country; a hill NEVER before ascended by any wheelman, and heretofore considered insurmountable. The Bantam stood the test without a creak or spring. Last season, I attempted this same hill on a thirty pound S—and did not ascend over one-quarter of the hill, but bent both cranks and sprung the frame.

Yours for "The Fowler,"

C. C. CALDWELL,  
L. A. W. Consul.

## SOME FOWLER WINS.

NEWARK, O., Oct. 2.—G. F. Stream wins first place and time prize in an eight-mile road race. Time, 21:38.

PORTLAND, ORE., Sept. 18, 19, 20, and

21.—Fowler wins one first, four seconds, and five thirds.

BYRON, O.—Fowler wins one second,

SIDNEY, O.—Three seconds and one third won on a Fowler.

WEST POINT, IA., Sept. 20.—Two firsts and two seconds.

WHAT CHEER, IA., Sept. 28.—A. G. Payne wins one first and two seconds.

OTTAWA, ILL., Sept. 20.—Two seconds and two thirds by M. Nelson and A. Burr.

PEORIA, ILL., Sept. 18.—M. Nelson wins one first and three seconds.

BEAVER DAM, WIS., Sept. 28.—The Fowler wins the Dodge County championship, W. W. Wilson, Jr., up and breaks track record.

WILLIAMSPORT, PA., Sept. 21.—Two firsts on the Fowler.

VALPARAISO, IND.—J. J. Bezenek rides an unpaced mile in 2:33½, track record. Also gets one second place.

KENDALLVILLE, IND., Sept. 26.—Marinus Nelson, one first.

ELKHORN, WIS.—Two firsts, one second, and one third.

PITTSBURG, PA., Sept. 29.—B. F. Goble wins a 100 mile road race in 6:51:00. He rode a King Bee racer.

## LIVING PICTURES.





# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## AN ORDER FROM RUSSIA.

Editor The Bearings: We have just received an order from St. Petersburg, Russia, for ten gross of Grapholine. With the order came a clipping "taken from The Bearings." We are certainly surprised that The Bearings got so far away from home.

Yours truly,

Louisville, Ky., Sept. 28.

PRINCE WELLS.

## DISSATISFIED WITH NEW YORK.

L. M. Richardson, of the Monarch Cycle Co., Finds Fault With the Way the New York Show is Being Conducted.

EDITOR THE BEARINGS: Possibly the expression of a western man will cut very little figure regarding the methods adopted by the promoters of the New York Cycle Show in connection with the allotting of space. However, I desire to say a few words on behalf of the manufacturers who are asked to make exhibits at the New York show. If the show is conducted throughout on a par with their scheme for allotting space the exhibitors at the close of the event should be awarded very large gold medals for their persistency. The method adopted for the disposition of space by the promoters of this event demonstrates a lack of "horse sense" to a most pronounced degree. The idea of asking exhibitors a certain price for a specified space, and then ask them to bid an additional amount to determine whether or not they can have it even at an advance over and above the regular established price, which is exceedingly high, is absurd and altogether unreasonable.

By this method an intending exhibitor has no assurance that he can have the space selected at any price, and if unsuccessful in obtaining what is wanted at the first attempt, will be allowed, undoubtedly, the alternative of bidding on until finally he is perhaps out of the deal entirely or is obliged to accept what is left and undesirable. The scheme will undoubtedly prove very objectionable to the majority of manufacturers, and to some extent retard the progress of the promoters. If it is necessary that the space be allotted by chance, let it be divided into sections according to valuation, and at a given time be allotted by a drawing, which shall be conducted by the management in the interest of the exhibitors, giving No. 1, for instance, the most desirable space, No. 2 next, and so on, leaving it to the judgment of a selected committee as to the proper allotment of spaces in certain sections according to the drawing as suggested above. It should not become evident that in order to make a creditable exhibit at the great eastern show one must go it blind as to an expenditure for desirable space.

L. M. RICHARDSON,

CHICAGO, Ill., September 26. *Assistant Manager Monarch Cycle Co.*

## What Agents Say of the Chicago Show.

There are very few people west of the Mississippi who know a good bicycle when they see it. The west needs the educational influence of a show. Count on us for doing all we can for it.—Hadley Spurgin, Eldora, Iowa.

Will certainly attend the Chicago exhibition, and I believe agents will be there in large numbers.—George W. Prugh, Burlington, Iowa.

I expect to be present at the Chicago show. Have often wondered that a cycle exhibition has not been held in Chicago before.—Wm. Taylor, Topeka, Kas.

If possible we will be at the Chicago cycle show. Think Chicago is the right place to hold such a show, as it is accessible to more agents than any city in which previous exhibitions of a similar character have been held.—James W. Sloane & Sons, Paducah, Ky.

I will attend the Chicago show. I think every live agent will be present.—A. L. Schott, Leavenworth, Kas.

It is my intention to visit the Chicago show, and I feel sure that I will not be the only visitor from Lexington. Having attended other exhibitions of like nature I know the benefits to be derived from attendance. Knowing what Chicago can do, I feel sure that its cycle show will be a success.—Thomas B. Dewhurst, Lexington, Ky.

I expect to attend the Chicago show. Western agents should have equal advantages with eastern agents.—Paul B. Johnson, Leavenworth, Kas.

We will certainly visit the Chicago show.—G. M. Allison & Co., Louisville, Ky.

I will attend the Chicago show. The exhibition will promote a better understanding between agents and makers, and both will be benefited.—W. H. Ousted, Leland, Iowa.

I will be in attendance at the Chicago show.—Anderson Mfg. Co., Port Huron, Mich.

I will attend the Chicago cycle show. No city can insure a greater benefit to the trade than Chicago.—H. N. Rosebrook, Big Springs, Ohio.

## THE SIZE OF THE STEERING WHEEL.

After various experiments in the earlier days of the safety, the British trade settled down almost universally to the use of a thirty-inch steerer and twenty-eight-inch driving wheel as a standard, and this proportion of sizes has held good in the British markets for some years. In America, however, coincident with the light-weight craze, manufacturers generally adopted a

twenty-eight-inch wheel in front, and in view of next season's patterns many English firms are now considering seriously the question as to whether or not the same steps shall be made by them. It may be well, therefore, to look at the question from all sides, and see what the gains and losses respectively will be. In the first place, the results of a series of experiments carried out by us some few years since, before the safety bicycle had settled down to anything like the uniform design which it now assumes, taught us that a larger steering wheel was, especially for speed purposes, preferable to a small one. We found, in short, that for slow speed—that is to say, decided pottering, riding about in all sorts of nooks and corners at seven or eight miles an hour—a small steering wheel was much to be preferred to a large one, but that as the rate of progress increased, so was a larger wheel found advantageous, and not only advantageous but necessary. This being so, we believe we are right in assuming that the larger steering wheel steers better. We admit that a couple of inches difference is not great, and that it is quite possible to make more than the difference gained or lost in this respect by a correct or faulty set of the steering post. Another point telling in favor of the large wheel, in theory at any rate, is that with a front wheel larger than that at the back, the line drawn from the center of the driver to the center of the steerer takes an upward direction, and that therefore the tendency of the driving thrust in meeting obstacles is upward rather than downward; in other words, there is an absence of any tendency whatever toward "digging" by the front wheel. These are two points which tell in favor of the larger size, and make us for our own riding personally incline thereto, but, on the other hand, it must be admitted that, especially from a manufacturer's point of view, the smaller size has much in its favor. To begin with, the advantage to the manufacturer of being able to stock one size of rims and tires only, so far as diameter is concerned, is considerable; next, as the desire is ever for lightness, with the use of a twenty-eight-inch wheel instead of a thirty-inch one, the saving of some six inches of rim and tire will be effected, while from the rider's point of view, as well as the manufacturer's, the greatest gain in the use of the small wheel is the reduction of the fork length. It is true this is but an inch, but with the extremely light tubes which are now being used in fork construction, even an inch in leverage in favor of the fork is an appreciable gain. In designing their machines for 1895, and in choosing their mounts for the coming season, manufacturers and riders will have to consider whether the pros and cons we have pointed out tell most largely in favor of the smaller or the larger size. It is not for us to dictate or decide. We have pointed out the facts as they appear to us, and must leave the rest in the hands of those most directly interested.—*The Cyclist.*

## TRADE CHANGES.

BIRMINGHAM, CONN.—Wilcox & Howe Co., well-known manufacturers of carriage hardware, have recently gone into the business of manufacturing bicycle forgings.

WORCESTER, MASS.—The Worcester Wire Co. are manufacturing a full line of bicycle spokes.

FREEDPORT, ILL.—The Stover Bicycle Mfg. Co. contemplate extensive improvements in their plant during the next few months, largely increasing their capacity for the next year.

WEATHERLY, PA.—The Keystone Bicycle Co. have concluded negotiations with the Board of Trade, looking to their constructing a bicycle factory, and work on the buildings is to be begun immediately.

HOLYOKE, MASS.—Keating Wheel Co. are about to put on the market a '95 roadster, which is to weigh only twenty pounds, inclusive of brake and saddle. This company has recently been awarded patents for improvements in the construction of bicycles.

INDIANAPOLIS, IND.—The Munger Cycle Co. are adding extensive improvements to their plant, in order to increase next year's output.

NEW YORK, N. Y.—The Persons-Muller Co. incorporated by Valentine H. Muller, Charles A. Persons, James A. Lynch, to manufacture and sell bicycle saddles, and other parts of bicycles. Capital stock, \$5,500.

WALTHAM, MASS.—Sidwell & Saben, bicycle manufacturers, are moving their machinery to the Union Cycle Co.'s factory, at Highlandville, where the wheels will be made in the future. The Union company takes the entire production of Sidwell & Saben.

CHESTER, PA.—Thomas Swanger, bicycles, is about to remove from his present stand, to more commodious quarters, at 525 Market street.

NEW YORK, N. Y.—Albert & Gannon, bicycles, 302 and 304 West Thirteenth street, reported to be offering their business for sale.

PORTLAND, ME.—The Pneumatic Cellular Tire Co., incorporated, with Charles A. Pratt, Clinton, Mass., president, and Charles H. Brown, of Newton, Mass., treasurer, to manufacture and deal in pneumatic tires of all kinds. Capital stock, \$500,000; \$30,000 of which has already been paid in.

GOSHEN, IND.—The Ariel Cycle Mfg. Co., A. Drake, former manager of the machinery department, has been promoted to the general superintendency of the company. At a meeting of the stockholders of the company it was decided to operate the works to its fullest capacity during the next year.

WESTBORO, MASS.—The Densmore-Yost Cycle Co. intend adding an additional building to its plant, at a cost of \$2,000. Machinery worth \$3,000 will be put in, and between now and next June 5,000 wheels will be manufactured, with 150 men at work inside of six weeks.

BUFFALO, N. Y.—The Buffalo Cycle Protective Association, incorporated by Edward H. Kraus, Lewis G. Schoepfel, Emma I. Kraus, and Lily O. Schoepfel, to deal in cycles, and recover and restore them to their lawful owners, in case of their loss or theft in Buffalo. Capital stock, \$5,000.

SHELBYVILLE, IND.—The Century Bicycle Co., of Indianapolis, will be moved to this place, and will commence operations as soon as the machinery can be placed in position, and employment will be given to 100 skilled workmen. Contracts are now on the books of the company for a large number of wheels.

LOUISVILLE, KY.—A movement is on foot looking to the establishment of a bicycle factory in the neighborhood of Highland Park. A large amount of stock has already been subscribed for, and a sufficient amount to organize the company is expected to be raised in a few days.

CHICAGO, ILL.—Roger B. McMullen & Co., 640 Olive street, bicycle supplies, removed to more commodious quarters at 139 Lake street.

HOLYOKE, MASS.—The Keating Wheel Co., have established an agency at Paris, France, and are shipping large numbers of the very light and strong bicycles to that country.

PEORIA, ILL.—Rhea, Elton & Thielens, incorporated by Robert L. Rhea, Olaf Elton



and A. B. Thielens, to deal in vehicles, etc. Capital stock, \$15,000. Correspondence invited with manufacturers of bicycles, looking to accepting agency for good wheel.

ERIE, PA.—Fairbairn & Stearns, bicycles, partnership dissolved, Frank Fairbairn continuing the business, with office in the Dime Bank Building.

DULUTH, MINN.—The Duluth Rubber Co., wholesale, has opened new place of business, and will handle the goods of the Woonsocket Rubber Co. Correspondence invited concerning bicycle sundries and sporting goods.

INDIANAPOLIS, IND.—The Indianapolis Rubber Co. have been given a building permit for the erection of a brick addition to their factory, to cost \$4,000.

LEWISTON, ME.—Henry O. Tourville has opened new rubber goods store at 178 Lisbon street. Correspondence invited concerning bicycle sundries and sporting goods, and the agency of good wheel.

HAGERSTOWN, MD.—The Crawford Mfg. Co. is preparing to erect a 30 x 50 foot fire-proof brick building, to be equipped as an enameling plant for bicycles.

HOUSTON, TEX.—Reirson & Perl, bicycles, reported as having recorded deed of trust.

#### Recent Patents.

524,349. Sleigh attachment for bicycles; John B. Putrow, Westboro, Wis., assigner of one-half to William E. Duncan, same place. Filed March 27, 1893.

524,389. Bicycle; Henry La Casse, Rochester, N. Y. Filed July 24, 1893.

524,398. Bicycle brake; Edward J. Rea, Washington, D. C., assigner of one-half to Charles J. Weedon, same place. Filed August 15, 1893.

524,413. Figure tricycle; Clearmont V. Best, Canton, Ohio, assigner to Augustus Leininger and Edward M. Shreiner, same place. Filed November 25, 1893.

524,443. Combination sprocket wheel; George W. Kortright, Sioux City, Iowa. Filed September 23, 1893.

524,522. Extension crank; Theodore F. Bourne, Edgewater, N. Y. Filed April 14, 1894.

524,527. Brake for velocipedes; George F. Hall, Newark, N. J. Filed September 2, 1893.

524,546. Resiliometer; Charles E. Hadley, Chicopee, Mass., assigner to the Overman Wheel Co., Hartford, Conn., and Chicopee Falls, Mass. Filed March 24, 1894.

524,640. Guard for bicycle seats; Francisco F. Martin, and Francisco V. de Bem, Gloucester, Mass. Filed September 20, 1893.

524,652. Bicycle; Frank Risinger, East Liverpool, Ohio. Filed June 16, 1893.

524,705. Roller and ball bearing; George J. Cline, Goshen, Ind. Filed May 16, 1894.

524,753. Back support for bicycles; Robert A. Boyd, Hastings, Neb. Filed May 29, 1893.

524,791. Axle box for wheels; Francis C. W. Rorer, Philadelphia, Pa. Filed December 23, 1893.

524,830. Sprocket wheel, William A. Leggo, Jr., Hartsdale, N. Y. Filed November 27, 1893.

524,839. Brake for bicycle wheels; Edward D. Rockwell, Bristol, Conn., assigner to the New Departure Bell Co., same place. Filed March 30, 1894.

524,840. Clamp for bicycle bells; Edward D. Rockwell, Bristol, Conn., assigner to the New Departure Bell Co., same place. Filed March 26, 1894.

524,903. Vehicle axles; William L. Massengale, Deatsville, Ala. Filed December 26, 1893.

524,951. Adjusting device for bicycles; Albert Perkins, Chicopee, assigner to the Lamb Mfg. Co., Chicopee Falls, Mass. Filed May 26, 1894.

525,011. Wheel; Spencer Garwood, Milford Center, Ohio. Filed December 11, 1893.

525,030. Device for altering speed of cycles, Raphael Schweers and Carl Fuchs, Dantzic, Germany. Filed January 24, 1894.

525,051. Tire for wheels; Robert M. Keating, Springfield, Mass. Filed December 13, 1893.

525,153. Bicycle signal. Percy E. Matthes, Philadelphia, Pa. Filed May 14, 1894.

525,171. Adjustable bicycle handle; Robert C. Whayne, Louisville, Ky. Filed December 22, 1893.

525,190. Bicycle saddle; Levi M. Devore, Freeport, Ill., assigner of one-half to M. H. Wilcoxon, same place. Filed December 18, 1893.

525,254. Drive-chain; James O. Brown, Boston, Mass., assigner to the National Chain Gear Co., same place. Filed May 19, 1893.

525,309. Mechanism for converting pedal motion; Thaddeus Baker, Chicago, Ill. Filed April 30, 1894.

Trade marks, 25,113. Bicycles, tricycles, and like vehicles; Ariel Cycle Mfg. Co., Goshen, Ind. Filed June 15, 1894. Essential feature the word "Ariel."

25,114. Bicycles and bicycle lamps; Hermann Boker & Co., New York, N. Y. Filed July 14, 1894. Essential features the letters "I. X. L."

24,145. Bicycles, tricycles, and velocipedes; August Mecky, Philadelphia, Pa. Filed July 14, 1894. Essential feature the word "Keystone," and the representation of a keystone.

25,167. Cycles, tennis rackets and balls, and baseballs, and bats; Overman Wheel Co., Chicopee Falls, Mass. Filed April 23, 1894. Essential feature the word "Victor."

Design, 23,582. Bicycle lantern; Frank Rhind, Meriden, assigner to the Bridgeport Brass Co., Bridgeport, Conn. Filed July 5, 1894. Term of patent fourteen years.

#### STOLEN.

A '92 Victor, No. 30,469, Morgan & Wright tire on rear wheel, from A. G. Leonard, 59 N. Ada street, Chicago. A reward is offered for the recovery of the wheel.

Copper rim Rambler, '93 frame, Sager saddle and '94 rims, enamel chipped from side of head. Handlebars about twelve inches wide. Lower bar of frame mended at the head. Rat-trap pedals with toe clips. Nobrake, foot rests, or lamp brackets. Front fork newly painted. Wheel has no number. Ten dollars reward will be paid on return of wheel to detective's office, Prince Wells bicycle store, or to W. M. Sherrill. Address P. O. box 534, Louisville, Ky.

Stolen from Prince Wells, 632 Fourth avenue, Louisville, Ky., from his room in the Nicholson House, Nashville, Tenn., on the morning of Friday, September 21, a gold watch and chain. The watch is a box-hunting case, handsomely embossed and engraved. The back case is studded with eight diamonds in a circle. Movement of watch, B. W. Raymond. Number of works to the best of knowledge, 2128596. The chain has a charm attached to it in the shape of a medal, the size of a silver dollar. Engraved on one side (first prize, five-mile handicap, July 4, 1883. Time, 20 minutes 28 and a fraction of a second). On the reverse side were the initials L. A. W., and a diamond in the center, about one carat. A reward of \$50 for the recovery of same. Information can be sent to Chief of Police Claght, Nashville, Tenn., or Major Wm. Owens, chief of detectives, Louisville, Ky.

Stolen, a '93 Quadrant, No. 20,884. Morgan & Wright tires, black enamel rims and frame, \$15 reward. Address C. H. Stewart, 5314 Jackson avenue, Chicago.

#### A CLEARING HOUSE FOR RECORDS.

NEW YORK, Oct. 1.—In conversation with Kirk Brown, of the Dunlop Tire Co., recently, Mr. Brown expressed himself as follows in regard to records, and the claims for same: "Why not have a clearing house for records," said he; "bicycle and tire manufacturers spend in the aggregate thousands of dollars annually in obtaining records, and then are liable to have their ownership questioned by competitors who have but little regard for the truth. There is a tire manufacturer in Chicago who advertises F. J. Titus' record of 26 miles 1,489 yards, as being world's record for one hour. This is *not* a world's record, as M. Dubois had previously made 26 miles 1,640 yards, on Dunlop tires, and that record stands today. This is not the first attempt that has been made to take from us world's records. For instance, the English branch of the same concern advertise Martin's ride of 26 miles 1,103 yards, as world's record, though it, too, was made after Dubois established the present figures of 26 miles 1,640 yards, on Dunlop tires. I say, let us have a clearing house that will furnish clear titles for records to man, machine, and tires."

#### PERFECTLY SATISFIED.

This letter was written to the St. Louis agents of E. C. Stearns & Co.:  
ST. LOUIS, Mo., Sept. 17, 1894.

JORDAN & SANDERS:

*Gentlemen:* I believe it is usual to find some fault with a wheel after riding it for six months or so, but I am unable to discover anything the matter with my STEARNS Special after five months of riding, during which time I have put my wheel to very severe tests.

I have taken it over the flint ridges of Jefferson County where the steep roads and ledges put my wheel to the test; I have ridden it over the gumbo mud roads of Illinois where one seems to be riding on cordwood; I have ridden it in the mud and the dust over a large part of Missouri and have coasted with abandon down all hills, rough and smooth, with the result that I consider the STEARNS practically indestructible, since it has come through all this and several collisions unscratched and apparently running better for use.

I feel safer on this twenty-one-pound wheel than on any I have ever ridden, however much heavier, and want to express to everybody the enthusiasm I feel for such a perfect machine. The beauty of the wheel I think must remain unchallenged and the fine workmanship has my admiration after a hard summer's campaign.

I wish you the greatest success with the STEARNS Special; it is hard to beat for a perfect bicycle.

Very truly yours,

WM. M. CHAUVENET.

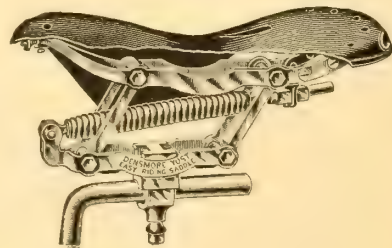
#### THE IMPERIAL IN FRANCE.

The Americans are decidedly practical people it can not be denied. They are past masters of mechanical art; they leave nothing to chance. Everything is thoroughly studied, and when any kind of machine is put upon the market you may be certain that it has been studied in its smallest details and nothing is slighted. For some time past they have constructed bicycles, and like everything in mechanics, they have succeeded in making cycles that are above all criticism. One of the principal houses—one of the largest in the United States—the Ames & Frost Co., of Chicago, have sent to Mr. Barthe, the only agent for Europe, some types of bicycles that we must confess are admired by all the cycle connoisseurs. They can be seen at the splendid store in the rue Quatre-Septembre, and we hasten to say that we were surprised at the elegance of the "Frost" cycles. They have large tubes, and do not have that weak appearance of the American machines; they are admirably well built, and we are certain that they will meet with the success in France to which they are habituated in America. The cost of the Frost cycles is within the reach of all purses, small and large.

Paris-Velo.

#### An Easy Riding Saddle.

Many attempts have been made to provide an adjustable, easy-riding saddle, but the latest bid for this honor seems to have accomplished the purpose. The saddle is being put on the market by the Adjustable Easy Riding Saddle Co., of 265 Broadway, New York city, and it is on a new principle, the motion of the rider being on a semi-circle and as elastic as if the spiral spring was hung perpendicularly. The weight of the rider opens the spring, which is adjusted to exact weight by means of screw on the stem of the spring, strengthening for light and shortening for heavy riders. And there can be no shocks or jolts, the spring cushioning all these. In addition the wheel is relieved from all sudden shock or strain, thus increasing the life of a light machine, while the saddle can be changed to a scorching saddle in a few minutes.



At Ogden, Utah, on September 29, Sterlings won eight out of the sixteen prizes, three firsts, two seconds, two thirds, and time prize in the mile handicap in which race Weiler, the Utah champion, lowered the state record in competition to 2:23½. The Sterling is the leading wheel through Utah, and especially in Salt Lake City the number of them ridden is very great.

**WANTED**—An 1894 model tandem—Stearns or Rambler preferred—with drop frame in front for lady's use. Must be in good order and price right for spot cash. Describe fully and state exact condition.

RANDALL & GOODSPED, Joliet, Ill.



## ENGLISH TRADE NOTES.

LONDON, Sept. 22.—Some of the particulars of the Rudge-Whitworth combination have now been published, and in this connection I may remark that the information I gave in *THE BEARINGS* some fortnight ago is correct, although the English cycling papers have only just got hold of the matter. The capital of the company is to be \$1,000,000, divided into 500,000 \$5 ordinary shares and 100,000 \$25 preference shares. The value of the new shares to the holders of shares in the present companies is to be somewhat in accordance with the present quotations. Six directors are to control the new business, and the gentlemen proposed are Messrs. A. F. Bird, Chas. Wallis, George Gordon Brodie, and J. S. Taylor, together with Messrs. J. F. Wright and C. V. Pugh as managing directors. Messrs. William Radford and John V. Pugh will be the joint technical managers.

I believe that the principal reason for the combination, which will undoubtedly be one of the strongest in the trade, is the reduction of working expenses and the cost of advertising. No doubt this will in itself be a big item on the right side. The expenses of many of the principal firms having depots in London are very great, and I question very much if some of the handsome shops on Holborn viaduct can possibly pay. As it stands at present, Rudge & Co. and the Whitworth Co. have each a viaduct depot. One will now suffice for the combined concerns.

If I may judge by the article in this week's *Cyclist* the question of the size of steering wheels is about to crop up once more. It is the old squabble of either a twenty-eight or thirty-inch steerer, and after all that has been said on the matter I don't see a bit of use in again opening the question. A steering wheel of slightly larger diameter than the driver is undoubtedly popular, and after all is said and done is best for all round work. Why then upset patterns for the sake of a mere fad? If machines are to be lightened by a reduction in the wheels, let it apply to both. I have been riding a twenty-six-inch and twenty-eight-inch safety and find it good, despite the fact that my reach is by no means an abnormally short one.

The result of the North Road Club's 24-hour race last Saturday must have been very satisfactory to the Whitworth Co., as Shorland's record went down before the plucky Fontaine, although it was not eclipsed by much. Bidlake, however, accomplished the performance of the day by beating the tricycle record by no less than sixteen miles. It is possible that the distance given may not be accurate and therefore until the course has been properly measured by the Road Records' Association nothing is certain. It was a very unlucky thing that the police interference necessitated an alteration of the course at the very last moment. If, however, the distances are found to be correct, the rides of the leaders are much better than they appear at first, for there can be no doubt that the course was a very inferior one to that over which the classic road race has hitherto been held. Bidlake rode a Humber.

On several occasions the subject of large chain wheels has been considered over here, but never has it received the attention which is now being devoted to it. I anticipate a new departure in this particular, as one or two of the larger firms are seriously considering the question. If the Boudard gear really leads to the introduction and general adoption of large chain wheels, it will not have been invented in vain.

Marriott & Cooper have greatly improved the bearings of their machines lately by simply not turning the ball races to exactly fit the balls. I have always maintained that a ball race should present a slanting surface to the balls and not fit so closely round them as is usually the case. The beautifully easy running of the new M. & C. cycles seems to prove that my theory was correct.

Spring frames are apparently going to crop up again and already I hear of several new inventions in this line. Personally I never did believe in this class of frame and I can see no reason to alter my views upon the matter. Nevertheless one or two firms of repute are thinking seriously of again putting spring frames upon the market. The Whippett was the only one which had even a small share of success in the past, and seeing how good it was, I fail to see that it can be in any way improved upon. Yet it was not a commercial success!

Signs are not wanting that the ladies' safety will more than hold its own, even in those extreme, and at present rare, cases where rational dress is adopted. The fact is that few English women of the better class would care to be seen mounting the ordinary high-framed machine. The hopping necessitated is not graceful and is to many most objectionable. Therefore there is still a good opening for a really rigid open-framed safety, and if all that I hear be true Messrs. Hunter & Co. have effectually solved the puzzle. Indeed, I am told on very good authority that they are now experimenting with a frame which is quite as rigid as the ordinary diamond, in fact, one gentleman who has ridden the new pattern tells me that in this latter particular the frame is superior to that now used by male riders.

By the way, Coventry is a town where probably more lady riders may be seen than anywhere else in England. During a visit there last week I

was particularly struck by the number of wheelwomen to be seen about, and also by the wretched cycles which they generally rode. One would have supposed that, at Coventry at any rate, the lady cyclists would have been well mounted.

The export trade for the past month has shown a slight improvement, which is the more surprising when we consider the suddenness with which it fell off after the close of the first six months of the year. I suppose that the total will be in excess of previous years taken as a whole, but the question still is, What about the prices?

The various tire companies are turning attention to the carriage trade and there seems to be every probability that this portion of the tire business will be considerably pushed in the future. Of course there is the usual popular prejudice against anything new which has always to be met in this country and in the matter of tires there is also the price which is at present prohibitive so far as those for ordinary vehicles are concerned, but doubtless the time is rapidly approaching when pneumatic tires will be fitted to all first-class road carriages. What is really wanted is a reduction in price, which should not be a difficult matter after all. WILL 'O THE WISP.

## SPALDINGS THE SELLING AGENTS.

The Lamb Mfg. Co. have completed arrangements by which A. G. Spalding & Bros. will, on and after November 1, 1894, act as selling agents for them, and assume full management of the disposal of the entire bicycle product of this company. This arrangement will entirely relieve the factory of the responsibility and care incidental to traveling and marketing the bicycle product, leaving them free to devote their whole time, energy, and experience to the improvement and perfecting of the Spalding. A. G. Spalding & Bros. will establish a special department, known as the bicycle

sales' department, with headquarters located at our factory in Chicopee Falls, for the handling of the bicycle business. The management of the new bicycle department will be under the charge of A. B. Barkman, formerly manager of A. G. Spalding & Bros.' bicycle business, and at present, manager of the bicycle department of the Lamb Mfg. Co. The bicycle sales' department of A. G. Spalding & Bros., acting as selling agents for the Lamb Mfg. Co., will assume full control of the bicycle business in all its details, on and after the date above mentioned, appointing agents, traveling, etc.

## SALESMEN WANTED.

The Indiana Bicycle Co., of Indianapolis, will advertise in next week's papers for a thoroughly responsible man in every city of over fifty thousand inhabitants in the United States, where the Waverley is not already represented in a manner entirely satisfactory to the firm. It is the intention of the company to open branch stores at all desirable points in the United States, as well as Toronto, Canada, and good bicycle retail salesmen, who can fill the requirements of the company, will be put in as managers. They will also give employment to fifty traveling salesmen to go on

the road January 1, and have an opening for a strictly first-class rubber man as superintendent of their tire factory.

## THE WAVERLEY ALL RIGHT.

The Indiana Bicycle Co. have just received the following letter from their agents at Paterson, N. J.

PATERSON, N. J., Sept. 27, 1894.

INDIANA BICYCLE CO.:

Gentlemen: We are pleased to inform you that the Waverley, twenty-one-pound wheel, is giving the best of satisfaction. The owner has just made a double century on it over some pretty rough roads, partly by night, and came through without loosening a nut. The wheel stood the test perfectly in every way.

Yours very truly,

SIPP CYCLE CO.

## The Sterling Abroad.

The Sterling Cycle Works just received a cable from Paris for fifty of their new twenty pound wheels, to be shipped immediately. Mr. B. W. Lord, the secretary of the company, while in Paris on pleasure bent, closed the agency for a large amount of territory, and every indication points to the Sterling being as well-known in the European countries in a short time as here. Mr. Lord returns home about the middle of the month.

At Reading, Pa., September 19, the Columbia team won every Class B event, and the next day it repeated the performance at Williamsport. All the other crack riders were in competition, too. Nothing like the combination of Columbia bicycle and single-tube tires upon which to win races.

Warman & Schub's new factory in Chicago has now reached the second story and is progressing finely.



## ADVANTAGES OF THE BICYCLE.

Bicycling is not only a fashion, but it has become a fad. It has been taken up by society, and a lady must now be able to ride a wheel as she was once able to drive a tandem. It is a good and desirable thing that it is so. More healthful exercise can not be imagined.

The next thing in order will be bicycle jaunts and tours, and these will in turn demand good roads, and good roads will bring back the old-fashioned inn or tavern. Not many now remember those days of pleasurable travel over pikes and highways, in coach or carriage, when at nightfall they would draw up before a substantial tavern and find the heartiest of welcomes, and a smoking table within to charm an epicure. Shenstone, in verses often quoted, and always admired, describes it:

Here, waiter, take my sor did ore,  
Which lackeys else might hope to win;  
It buys what courts have not in store,  
It buys me freedom at an inn.

Who'er has traveled life's dull round,  
Where'er his stages may have been,  
May sigh to think he still has found  
The warmest welcome at an inn.

The monster hotels of modern life can never take the place of the old-fashioned, comfortable, homely tavern. There is no home life and no freedom in a hotel, but there used to be in the wayside inn, with its gabled roof, its vine-covered porch, and its diamond-paned windows.

What would our literature have been without those inns? Our fiction and drama abound with them. First and foremost stands the Tabard, of the "Canterbury Tales"; then the Boar's Head that Falstaff and Prince Hal frequented, and following them are innumerable famous hostelries down to the White Horse Inn of Dickens. Could we lose them? Indeed we could not. Nor less could we lose the Will's and Buttons of Addison and Steele, the Turk's Head and Mitre of Johnson, the St. James of Goldsmith, or the Red Horse of Irving.

It will be the province of the bicycle to restore all these and bring back happiness to the tourist and traveler. Dr. Johnson declared 120 years ago that "there is nothing which has yet been contrived by man by which so much happiness is produced as by a good tavern or inn." And another of his deliverances was that a "tavern chair is the throne of human felicity."

By all means let the bicycle be encouraged. It may go fast and far but it tends in the right direction. Good roads and good hostelries will follow in its wake.—Editorial in Chicago *Herald*.



LETTING THE CAT OUT OF THE BAG.  
Col. Pope—"Well, gentlemen, I told you so."  
(From the *American Wheelman*.)

## Bald and His Columbia.

The fact that the Pope Mfg. Co. had been giving little or no thought to racing matters for a year or so, being content to rest on Willie Windle's demonstrations of Columbia quality in 1892, when he captured every record from one-half mile to five miles, seems rather to have blinded racing critics to the other fact that when the Columbia bicycle is in a race its rider is very likely to come out at the front. This had forcible illustrations at Reading and Williamsport, Pa., recently, when the Columbia team captured every Class B event on the card.

## WEILER WINS AGAIN.

OGDEN, UTAH, Sept. 29.—A small crowd witnessed the bicycle races at the Wasatch half-mile track today. Weiler won both of the open events and time prize in the one-mile handicap, reducing the one-mile state competition record to 2:23½. Fowler, the Ogden crack, who was backed by the audience as a winner, failed to come up to expectations and was beaten by Weiler in both races. Gus Wright, a fifteen-year-old boy, won the novice making the last half mile in 1:12.

Ralph Temple has removed from Twenty-Second street, Chicago, to 2208 Michigan avenue, where he has a large and commodious store. R. M. Barwise, formerly with the Stokes company, goes with Mr. Temple, October 15.

Beginning with 1895 the New York branch of the Crawford Mfg. Co. will handle Crawfords for the state of Pennsylvania. This is in addition to New York state, and New Jersey.

## THE WESTERN TRAIL

is published quarterly by the Chicago Rock Island & Pacific Railway.

It tells how to get a farm in the west, and it will be sent to you gratis for one year. Send name and address to "Editor Western Trail, Chicago," and receive it one year free. 3 JOHN SEBASTIN, G. P. A.

# THE 1895 SUN

## WEIGHTS, 17 TO 25 POUNDS

### SAMPLES NOW READY



# Rex, Climax, Cyclone, Majestic.

REX AND CLIMAX are of cemented variety, but when requested we furnish mechanical fasteners with them.

CYCLONE AND MAJESTIC are of the clincher type so well known.

Rex tires are more difficult to puncture and more resilient, durable and serviceable than any other good tire manufactured.

## New Valve.

Our Improved Valve has threads for both our regular pump connections and the connections used for M. & W. pumps. So if you have an M. & W. pump it will fit your valve. Send for sample valve.

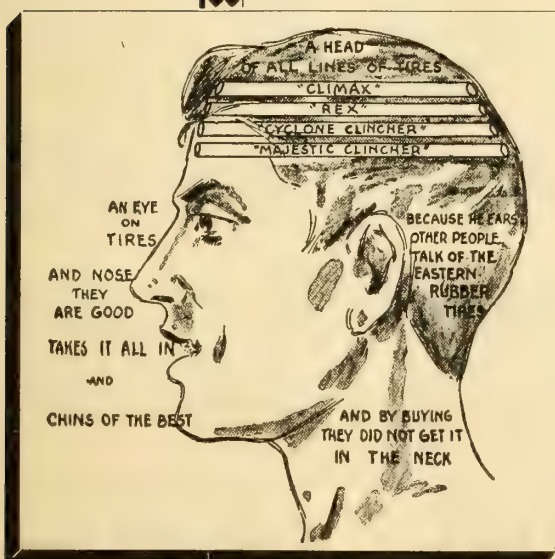
## The Mechanical Fasteners . . . . .

supplied by us avoid the necessity of using rim cement, and a tire can be taken off the rim as readily as any clincher tire manufactured. Send for descriptive circulars and prices. Watch this space next week for our new tire fastener and valve. Both will be fully illustrated and described.

# Eastern Rubber Mfg. Co.,

Distributing Houses: Room 706, 48 Van Buren St., Chicago.  
90 Chambers Street, New York. Day Rubber Co., St. Louis, Mo.  
S. F. Hayward & Co., Pittsburg, Pa. H. C. Lecato, Philadelphia, Pa.

TRENTON, N. J.





The New York state road record for ten miles is at present held by Frank W. Knowland, a sixteen-year-old lad employed by the Syracuse Cycle Co. in their office. The Highland Athletic Club, of Syracuse, N. Y., held a road race on the 22d inst., in which young Frank started from scratch. He covered the course in 27:50—thus breaking the state record—and also taking first place prize. Knowland rode a Syracuse.

Bald's two world's records in competition, won at Denver and Springfield, are but an indication of the speed in the single-tube racing tire as applied to the Columbia bicycle. The single-tube tire is winning golden opinions from racing men. It doesn't explode; it is very difficult to puncture, and it stays on the rim.

At Los Angeles, Cal., September 22, Tom McAleer, on a Stearns, won the match race against Castleton, riding the distance in 1:05:51½. This is competition record for twenty-five miles on the road, and is also, we believe, record for twenty-five miles unpaced, as McAleer was not headed from the start.

In the twenty-five mile Globe road race, September 22, the Stearns won first, second, and fourth places.

## AMERICAN RECORDS TO DATE.

### Competition.

DISTANCE.	TIME.	NAME.	PLACE AND DATE.
¼-mile flying start.....	26¾	W. C. Sanger.	Denver, Colo., August 18, 1894
¼-mile standing start.....	29¾	G. F. Royce.	Paterson, N. J., July 4, 1894
½-mile standing start.....	1:00	E. C. Bald.....	Denver, Colo., August 17, 1894
1-mile standing start.....	2:05½	E. C. Bald.....	Springfield, Mass., Sept. 13, 1894
2-mile standing start.....	4:21¾	Otto Ziegler.....	Denver, Colo., August 17, 1894
3-mile standing start.....	7:15	J. S. Johnson.....	Minneapolis, Minn., August 18, 1893
4-mile standing start.....	9:47½	F. J. Titus.....	Lafayette, Ind., July 3, 1894
5-mile standing start.....	12:11	Monte Scott.....	Asbury Park, N. J., Sept. 1, 1894

### Standing Start Against Time.

DISTANCE.	TIME.	NAME.	PLACE AND DATE.
¼-mile.....	:28	J. S. Johnson.	Independence, Ia., Oct. 31, 1893
½-mile.....	:39¾	J. S. Johnson.	Independence, Ia., Oct. 24, 1893
¾-mile.....	:58¾	J. P. Bliss.....	Springfield, Mass., August 22, 1894
1-mile.....	1:19¾	H. C. Tyler.....	Waltham, Mass., August 4, 1894
1½-mile.....	1:29	H. C. Tyler.....	Waltham, Mass., August 4, 1894
2-mile.....	1:57¾	H. C. Tyler.....	Waltham, Mass., August 4, 1894
3-mile.....	4:04¾	Nat Butler.....	Springfield, Mass., Sept. 13, 1894
4-mile.....	6:26¾	J. S. Johnson.	Springfield, Mass., Sept. 13, 1894
5-mile.....	8:38¾	J. S. Johnson.	Springfield, Mass., Sept. 13, 1894
6-mile.....	10:48¾	J. S. Johnson.	Springfield, Mass., Sept. 13, 1894

### Flying Start Against Time.

DISTANCE.	TIME.	NAME.	PLACE AND DATE.
¼-mile.....	:24¾	J. S. Johnson.	Independence, Ia., Oct. 31, 1893
½-mile.....	:34¾	J. S. Johnson.	Independence, Ia., Nov. 10, 1893
¾-mile.....	:54¾	J. P. Bliss.....	Springfield, Mass., August 22, 1894
1-mile.....	1:14¾	J. P. Bliss.....	Waltham, Mass., Sept. 1, 1894
1½-mile.....	1:23¾	J. P. Bliss.....	Springfield, Mass., Sept. 6, 1894
2-mile.....	1:50¾	J. S. Johnson.	Springfield, Mass., Sept. 28, 1894

### Flying Start Unpaced.

DISTANCE.	TIME.	NAME.	PLACE AND DATE.
¼-mile.....	:26¾	H. C. Tyler.....	Springfield, Mass., August 24, 1894
½-mile.....	:40	W. C. Sanger.....	Waltham, Mass., July 17, 1894
¾-mile.....	:54½	H. C. Tyler.....	Springfield, Mass., August 24, 1894
1-mile.....	1:24	W. C. Sanger.....	Waltham, Mass., July 17, 1894
1½-mile.....	1:32½	H. C. Tyler.....	Springfield, Mass., Sept. 4, 1894
2-mile.....	2:07½	W. C. Sanger.....	Springfield, Mass., Sept. 12, 1894

### They Ride Ramblers.

The recent splendid performances of W. F. Sims and Fred. H. Allen, have placed these sturdy riders at the head of their class. Allen has broken no less than a dozen Class A records, and has repeatedly defeated his most formidable New England rival, A. W. Porter. The unpaced Class A, three-quarters and one mile records of Sims, and his competitive mile A record of 2:10¾ (¾ outside world's record), made at Springfield, and equaled by himself the following day, stamps him as a coming man. It is coincident that both these men ride G. & J. tires and Ramblers.

## Why the "PERFECT" is the best oiler.



PRICE 25C EACH.

The "PERFECT" received the only medal and diploma awarded to an Oiler at the WORLD'S FAIR for following reasons:

- "Symmetry of Appearance."
- "Neatness and Cleanliness."
- "Durability, insured by excellence of manufacture."
- "Ability to regulate supply of oil."

Experienced riders pronounce the "PERFECT" absolutely unequaled.

CUSHMAN & DENISON, 172 Ninth Ave., N. Y.

MENTION THE BEARINGS

GOING LIKE HOT CAKES!

## THE '95 MODEL

# TEMPLE SPECIAL

LET US HEAR FROM YOU.

Ralph Temple Cycle Co.,  
2208 Michigan Ave.,  
CHICAGO.

Removed from 158 22d St.

MENTION THE BEARINGS

# WOOD RIMS!

## 15 PAIR 28 INCH DODSON RIMS FOR \$15<sup>00</sup> CASH WITH ORDER.

ADDRESS, WOOD RIMS, Care Bearings Publishing Co.,

Bearings for Reference.

46 VAN BUREN ST., CHICAGO.





# THE TRIBUNE!

WE BUILD THE BEST....



Tribunes are Light and Fast and  
Always to the Front.

## THEY DID IT ON TRIBUNES.

At Cleveland, Van Tine wins the  $\frac{1}{4}$ -mile open in :31 2-5 and the  $\frac{1}{2}$ -mile in 1:01, making state record for the distance.  
Otta Maya, of Erie, breaks the record for 5, 8, and 9 miles.  
Van Tine wins 3 firsts at Mt. Clemens.  
O. C. Lippencot wins 2 firsts at Hammonton, N. J.  
At Terre Haute, Ind., Freers wins the  $\frac{1}{4}$ ,  $\frac{1}{2}$ , and 1 mile open on a Model E Tribune.  
Elmer C. Davis breaks the American road record for  $1\frac{1}{2}$  miles, making it in 3:22 2-5 on a Tribune racer.  
At Steubenville, Ohio, Otta Maya wins the 1-mile and 5-mile handicaps.  
Chas. F. Schuberth wins the 1-mile novice at Carthage Fair, on a Model D Tribune.

You can increase your speed 10 per cent by using the Cycloidal Sprocket. Ask any Tribune rider.

Send for Catalogue  
and Agency.

## THE BLACK MFG. CO., Erie, Pa.

Mention The Bearings.

### GET A MODERN BICYCLE LAMP

The time of heavy, cumbersome headlights and foreign "freaks" has passed. We make light, handsome, light-giving lamps weighing from

**11 TO 14 OUNCES.**

Ask your dealer to order a "G. & J." PARABOLIC LAMP for you. Most first class bicycle stores carry them in stock.

PRICES TO THE TRADE ON APPLICATION.

**GORMULLY & JEFFERY MFG. CO.**

CHICAGO, 85 Madison St.  
NEW YORK, Cor. 57th St. & Broadway.  
COVENTRY, ENG., 29 Union St.  
BOSTON, 174 Columbus Ave.  
WASHINGTON, 1325 14th St., N. W.  
BROOKLYN, 419-421 Flatbush Ave.  
DETROIT, MICH., Detroit Bicycle Co., 201 Woodward Ave.

## Kalamazoo Baby Carrier



Price, with Board Seat Attachment, \$3.00.

## KALAMAZOO CYCLE CO.,

Sole Owners and Manufacturers,  
KALAMAZOO, MICH.

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# TALK ABOUT RECORDS!

J. C. Knowles, of the K. C. W., Brooklyn, completed his **28th consecutive century** on Sept. 22nd, in **28** consecutive days on a

# League Chainless

without any readjustment of gears or bearings and without breakage of any parts. No such record has been made heretofore on any wheel.

*These are the RECORDS we are after.*

**THE LEAGUE CYCLE CO., Hartford, Conn.**

N. Y. Office, 64 Cortland St.

**STEFFNER & SLOAN, Chattanooga, Tenn.,**  
Agents for Tennessee, Georgia, and Alabama.

**SIMPLICITY 47 TIRES USED WHEN SPECIFIED ON ORDER.**

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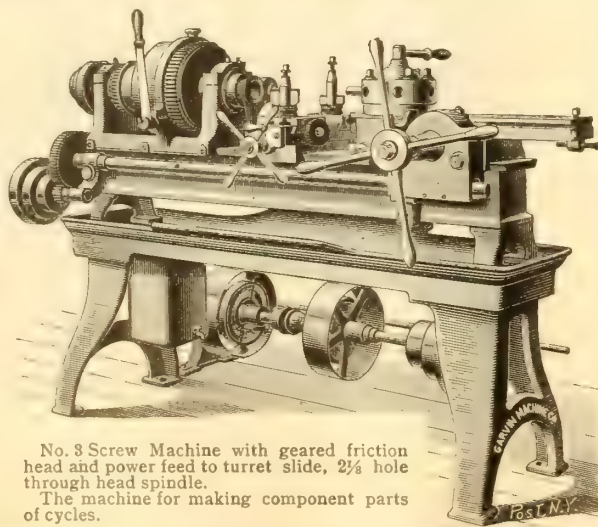
# The Garvin Machine Co.,

**Laight & Canal Streets, NEW YORK.**

Also 51 North 7th St., Philadelphia, Pa.

**Manufacturers of Machine Tools and Machinery**

ALSO  
**Special  
Bicycle  
Machinery**  
FOR MAKING  
Hubs, Cones,  
Chain Links,  
Chain Rivets  
Sprocket  
Wheels,  
Axles, Steps,  
Ball Cases,  
Pedal  
Spindles,  
Spoke  
Nipples,  
Nuts, Screws  
and all Formed Work



No. 8 Screw Machine with geared friction head and power feed to turret slide, 2 1/4 hole through head spindle.  
The machine for making component parts of cycles.

We also furnish Spoke Headers, Upsetters, and Threading Machines. If you are interested in bicycles, write us for catalogue and list of bicycle machinery.

MENTION THE BEARINGS.

# Wheelmen Attention!

If your "Bicycle" is "Stolen" you will receive another, conforming in every particular to the one lost if it is registered with

**THE WHEELMEN'S  
PROTECTIVE CO.**

It will cost you only **two dollars** the first year and **one dollar** a year thereafter.

**FOR INSTANCE:**

"Rutherford (N. J.) American," Thursday, Sept. 6, 1894.

**Frank McLees Gets a New Wheel.**

About three months ago Frank McLees insured his Victor bicycle with the Wheelmen's Protective Company, of New York, through its local agent, Mr. G. C. Brinkerhoff, and about six weeks later it was stolen. Within thirty-six hours Mr. McLees was supplied with a 21-lb. Columbia by the Protective Company, to be used while his wheel was being traced. Promptly at the end of thirty days he received a brand new Victor bicycle, fresh from the factory and corresponding in every detail to the one he lost, excepting that it was new, while the stolen one had been ridden for nearly four months.

**A. H. BROWN, General Chicago Agent,**

**848 MONADNOCK BUILDING.**

**General Offices,  
Havemeyer Bldg., New York.**

**Write for  
Particulars.**

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# Remember...

THAT THE

# "ELMORE"

Leads the Procession.

DO NOT MISS SEEING OUR

## Models 5, 6, 7, and 8.

### ELMORE MFG. CO.

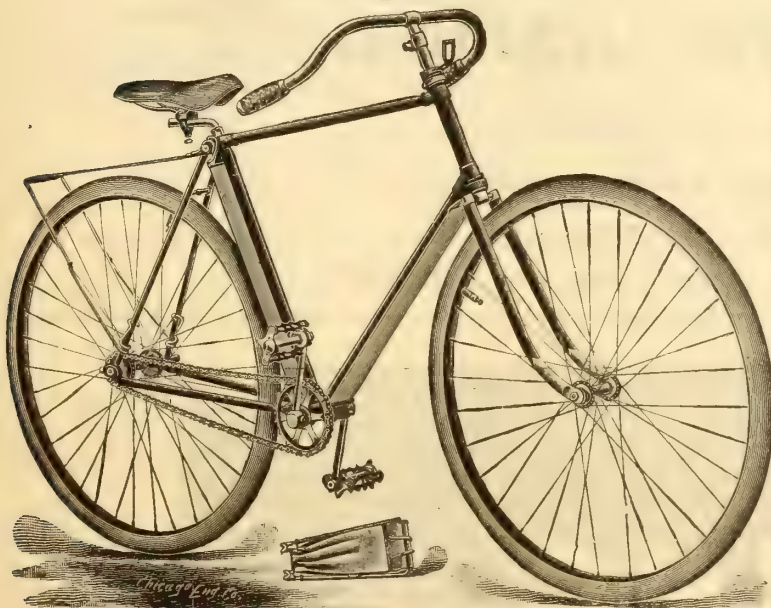
CLYDE, O.

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...GRISWOLD'S...

## Folding Bicycle Mud Guard

Looks nice on the wheel. Made of the best material,  
and weighs less than 10 ounces.



MANUFACTURERS, it will pay you to adopt it.  
DEALERS, it will pay you to carry it in stock.  
RIDERS, it will pay you to use it. Ask your dealer for it.

Descriptive Circular, Terms, and Discounts  
furnished the Trade on application.

PRICE \$2.50

### M. E. GRISWOLD CO.,

MENTION THE BEARINGS

WASHINGTON HEIGHTS, ILL.

## HOW'S YOUR PUMP?

Won't work, eh? That is annoying. It's hard work  
with a poor pump. Better get a "quick action," easy  
manipulating

"G. & J. PUMP"

HAND OR FLOOR.

No agency or club house should be without our floor  
pump.

PRICES TO THE TRADE ON APPLICATION.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, 85 Madison St.

NEW YORK, Cor. 57th St. & Broadway.

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WASHINGTON, 1325 14th St., N. W.

BROOKLYN, 419-421 Flatbush Ave.

## THE POPULAR TIRE FOR '94.



## ACME BRAND PNEUMATIC TIRE...

The BEST, LIGHTEST, STRONGEST, and MOST DURABLE.

NOT HOW CHEAP,  
BUT HOW GOOD.

SEND FOR SAMPLE PAIR AND PRICES.

### CHICAGO TIP & TIRE CO.

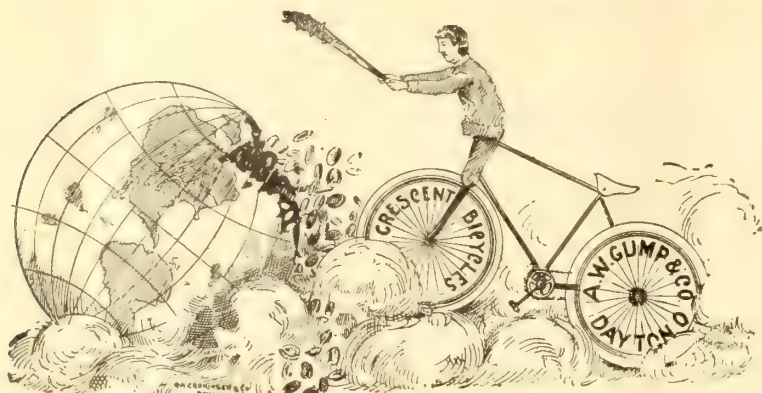
152 and 154 Lake St., CHICAGO, ILL.

Western Selling Agents for BOSTON WOVEN HOSE & RUBBER CO.,  
ELASTIC TIP CO., SNELL CYCLE FITTINGS CO.

MENTION THE BEARINGS.



**THE BEARINGS**  
CYCLING AUTHORITY



The bicycles sold by A. W. Gump & Co., Dayton, Ohio, beat the world for the money.

# LOOK HERE!

We are offering a new, latest pattern, highest grade, \$125.00 pneumatic tire safety, 28 inch wheels, full ball bearings, perfectly new, for the low price of \$68.00.

We are offering a 28 inch pneumatic tire safety, perfectly new, diamond frame, \$85.00 grade, for the low price of \$40.00.

We are offering a 24 inch, cushion tire boy's safety, with diamond frame, ball bearings to both wheels, \$25.00 grade for \$12.00.

Full description of any of these and many others sent on request.

MENTION THE BEARINGS

**A. W. GUMP & CO., DAYTON, OHIO.**

Has your saddle leather stretched during the present season beyond recognition? If so, it is not a

**HUNT SPECIAL TOP,**

found only on

**HUNT SADDLES,**

ever increasing in popularity.

**HUNT MFG. CO., - WESTBORO, MASS.**



TOP VIEW.



SIDE VIEW.

**SALES AGENTS FOR THE UNITED STATES ROGER B. McMULLEN & CO..**

64 Ohio St., CHICAGO, ILL.; 309 Broadway, NEW YORK, N. Y.

Mention The Bearings.

**Jos. F. Gunther on a CZAR** Broke the Elgin-Aurora Road Record Recently.

In the Cedarburg-Milwaukee road race, Tracy Holmes, on a 22½ lb Czar finished in third position, and made fourth time. We predict the sales of the Czar will break all other records of a like nature.

Strictly High Grade Wheels. . . . .

**The Czar and Czarina.**

Our wheels are fully guaranteed to be perfect in material, workmanship and construction. . . . .

**Agents Wanted. Write us for Territory.**

**E. B. PRESTON & CO., Mfrs.,**

403-417 Fifth Ave., CHICAGO.

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**NICKEL**



**PLATING**

SEND FOR CATALOGUE OF  
NICKEL & ELECTRO PLATING  
SUPPLIES & POLISHING MATERIALS

**ZUCKER & LEVETT  
CHEMICAL CO.**

OFFICES, 10, 12, 14 GRAND ST.  
NEW YORK, U.S.A.

WORKS,  
FLUSHING, N.Y.

**OUTFITS.**

For a silvery white deposit of nickel, use our pure Anodes and Salts. French, American, Plain Spanish, Felt wheels, or in Sheets, Muslin Puffs, Walrus, Leather wheels or hides, Oak-tanned Leather covered wheels. C. P. Cyanide of Potassium. Fused Cyanide of Potassium. Roughes Compositions. Buffing Lathes.

Mention The Bearings



The Genius Loci of the Ancients

is not altogether a myth. The success of

# Meteor Cycles

is truthfully a reality.

Meteor Cycle Mfg. Co.,

CHICAGO BRANCH:—

37 Van Buren Street.

C. K. ANDERSON, Mgr.

WRITE FOR CATALOGUE.

FACTORY:—

Battle Creek, Mich.,

U. S. A.

MENTION THE BEARINGS



# September

IS the beginning of the Fall carnival of the wheelmen—a month of alterations and repairs rendered necessary by the test of the summer's riding. Perhaps your tire may not be to your liking or the inner tubes may not be satisfactory. On these points we can help you. Our covers are tough yet flexible and our inner tubes are seamless and unequalled in durability and workmanship. Thousands have tested and proved them.

Whippet Improved—for road or race.  
"An old friend with a new price."

# Remember

## NEW YORK BELTING & PACKING CO. LTD

PIONEERS AND LEADERS.

15 PARK ROW, NEW YORK.

Mention The Bearings

## Roger B. McMullen & Co.,

309 Broadway,  
NEW YORK.

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GENERAL U. S. SALE AGENTS FOR THE

Indianapolis Chain and Stamping Co.,  
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Chicago. Hartford Rubber Works Co., Milwaukee, Wis.  
Garford Mfg. Co., Hartford, Conn. Hunt Mfg. Co.,  
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Western Representative, A. G. CROSBY,  
3042 Groveland Ave., CHICAGO.

Mention The Bearings.

## EUREKA...

## A Practical Binder at last

Will hold a volume. Any number can be taken out of file without removing other than the one wanted, and not being held by mere pressure, papers can not fall out.

The Bearings, holds 26 Nos. .... \$1 00	The Referee, holds 26 Nos. .... \$1 00
L. A. W. Bulletin, holds 26 Nos. .... 80	Am. Wheelmen, holds 26 Nos. .... 1 00
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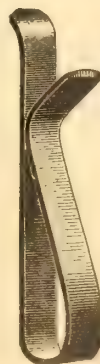
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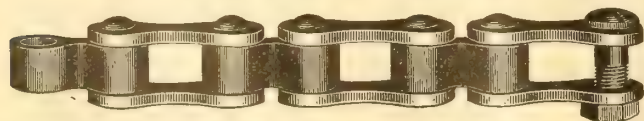
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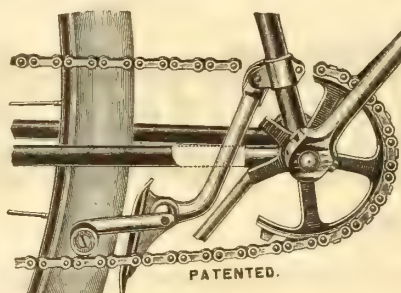
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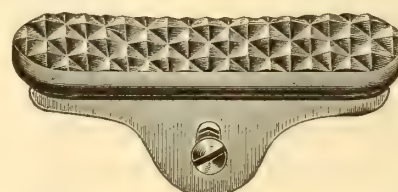
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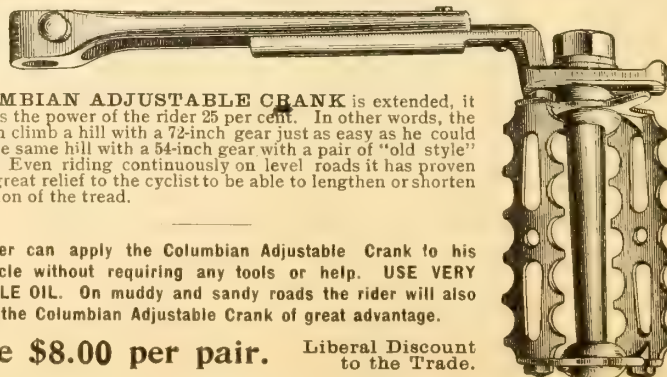
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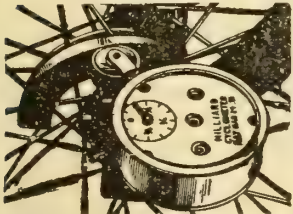


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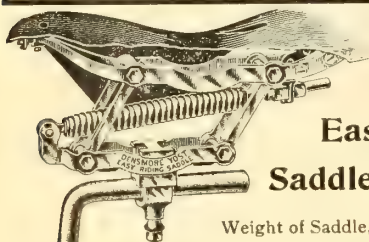
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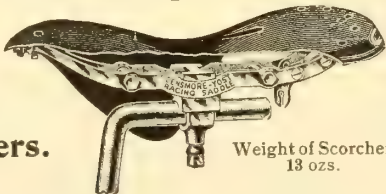
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Weight of Saddle, 28 ozs.

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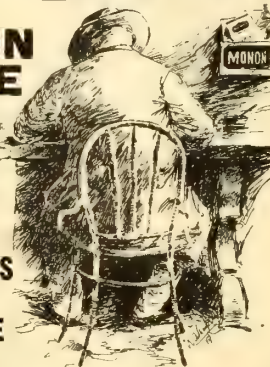
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from a trip  
over the

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ROUTE**

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For Wood and Metal Rims. Something entirely new. Cheapest, best, cleanest. Saves 90 per cent of time and labor. Always ready. Easily applied. Impossible for a tire to creep on either **STEEL** or **WOOD** rims. Is not affected by water or heat. Should be in every factory and repair shop throughout the country. One ounce of this cement will reach as far as one pound of the solid cement.

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We Want a FEW MORE  
... Reliable People for  
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Handsome, strong, and reliable as our 1894 Ariels are, we yet have some NEW IDEAS embodied in the 1895 models that will make Ariels a still more desirable line for reliable dealers to handle.

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THE GEO. WORTHINGTON CO., CLEVELAND, O., General Agents for Michigan, Ohio, N. E. Pennsylvania, and Eastern New York.

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Is what they say now.



KENWOOD ROAD RACER.

That's why all the talking points needed by Agents or Sellers of Kenwood bicycles are furnished with the nameplate. It's got to be a pretty nice thing to be an Agent for the Kenwood wheel.

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# 1 mile, 1:50<sup>3/5</sup>

WALTHAM, MASS., SEPT. 28, 1894.

The fastest mile ever covered by a human  
being furnishing his own motive power.

# JOHNSON on a STEARNS

The king of the yellow fellows on the king  
of wheels accomplishes the feat.

E. C. STEARNS & CO.,  
SYRACUSE, N. Y.



MENTION THE BEARINGS



# THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, OCTOBER 12, 1894.

## ZIMMERMAN'S INTENTIONS.

**He and the Other Crack Professionals Will Race at Madison Square Garden Thanksgiving Week—Troy Talks.**

NEW YORK, Oct. 9.—Willis B. Troy arrived in this city last Saturday aboard the steamer "New York," having made the trip for the purpose of arranging with Frank Sanger, of the Madison Square Garden Company, for a series of indoor tournaments, the first to be held during Thanksgiving week. In conversation with Troy today it was learned that everything had been satisfactorily fixed and that Zimmerman will arrive in America on or about November 17, preparatory to taking part in the tournament. Zimmerman would leave France sooner if there was a suitable track in the vicinity of New York to train on, but as there is none, the champion will take advantage of the French climate and facilities for

### Keeping "Fit" as Long as Possible.

With Zimmy will come the other Americans, Banker, Wheeler, Starbuck, Crooks, and Martin.

It is impossible to say, authentically, which of the foreigners will also come, but according to Troy, it seems certain that Linton, Verheyen, Edwards, Louvet, and Lehr will be among them. Of the others Troy has hopes of being able to persuade all the best ones to come.

The track in the garden will be ten laps to the mile and identically the same as last year's, except on the turns, where the banking will be two feet higher.

On Thanksgiving Day and Saturday, December 1, there will be matinee races, but on all other days in the week the carnival will only be in progress at night. On Friday evening of that week a 24-hour race will be started at 10 o'clock. Besides the regular programme several match races will be run during the week, which will serve as features. All events will be scratch races, but the majority will be class affairs, so that every race may be closely contested.

### Zimmerman Has Cleared About \$40,000

on the season, including the \$1,000 bonus. He weighs more than ever before, being close on to one hundred and seventy-five pounds. Troy looks well. The champion's manager refused to discuss the new cash prize scheme, further than to say that he could get about fifty European professionals to come to America if one should be started.

Zimmerman has had offers to ride in Japan this winter; also Egypt and other foreign places, but now that the Madison Square Garden deal has been consummated, the "Grinder" has no use for any place but America. Troy says that the prizes offered during the Thanksgiving week tournament will exceed ten thousand dollars total, which includes both the amateur classes. The races will vary from one to fifty miles in distance, excepting in the case of the 24-hour ride. Troy tells many laughable stories about the different members of the party abroad. He will return to France at once and close the final negotiations with the racers there, preparatory to a veritable carnival of professional racing in America this winter.

## TWO NEW WORLD'S ROAD RECORDS.

Two world's records went last Saturday in the ten-mile road race of the Chicago Cycling Club over the South Side boulevards. C. H. Peck, the hero of the Chicago road race last Decoration Day, broke McDuffie's ten-mile record of 24:40, while Tracy Holmes and Frank Osmun, on a tandem, established a world's record for that type of machine.

For the first time in the history of American racing tandems were allowed to start in the race on the same footing with single wheels, with the exception that they were not allowed to compete for time prizes. There were three of these machines in the race. Githens and Lumsden were on one, being placed 1 minute behind scratch. Osmun and Holmes were on another, while Barrett and Sinsabaugh were on the other one; the two latter teams were penalized 30 seconds. A field of forty starters were sent away at 5 o'clock. Peck was on scratch, Levy and Steele at 30 seconds, while such good men as Dasey, Cy Davis, Ballard, and Thompson were on the 45-second mark. The chain on the Barrett-Sinsabaugh tandem went wrong at the start and they were

### Left at the Post

by the Osmun-Holmes team. Before two miles had been traversed this

tandem had caught Peck, scratch, and took him in tow. Then the trio rode like the wind. In vain did the other good men in the race try to hook on, the tandem was too swift for them and sprinted by, leaving them as if they had been standing still. At six miles the field was headed, and the tandem had a clean sweep for home. In the final sprint Peck was left in the rear about twenty-five yards. Although the tandem finished first the riders of the machine will not get time, as it was agreed upon before the race that they would not be eligible.

The Chicago C. C. is the first to introduce tandems into races with singles, and it is more than likely that others will follow its example. It certainly added a very interesting feature to the race, and will do much to boom tandems in this country. Another feather in the cap of the C. C. C. is that it had a \$700 prize list—something unprecedented in club races.

When the times were figured out it was found that Holmes and Osmun had ridden the course in 24:02, while Peck did 24:39, 1 second under McDuffie's record. Dasey made second best time in 25:58, setting most of his own pace. Thompson got third time in 25:58<sup>3</sup>/<sub>4</sub>. Lumsden and Githens did not make a very creditable showing. The Rambleries had been trained for track work only and could not ride the full course at top speed. Osmun and Holmes rode a Czar tandem, and Peck rode a Czar racer.

There was considerable feeling over the race among the back markers, who were not allowed to go back to scratch with Peck, and the result will be a ten-mile scratch race, to be run in two weeks. Tandems will be placed in to set pace and the race will be a hot one. Peck, Levy, Dasey, Thompson, Cleaver, and Ballard will start.

### The Men Finished as Follows:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	Holmes and Osmun	:30	24:02	18	C. W. Davis	:45	26:40
2	C. H. Peck	Scr.	24:39	19	H. M. Fuller	2:00	27:59
3	A. W. Cleaver	1:30	26:32	20	Gus Steele	:30	26:31
4	C. K. Anderson	2:00	27:13	21	A. P. Peck	1:00	27:22
5	C. V. Dasey	:45	25:58	22	Roy Keator	3:00	29:28
6	H. P. Walden	2:30	27:43 <sup>2</sup> / <sub>4</sub>	23	H. E. Waddell	2:00	28:41
7	W. A. Thompson	:45	25:58 <sup>3</sup> / <sub>4</sub>	24	W. M. Lee	3:45	31:03
8	D. L. Burnside	2:30	27:48	25	Harry Davis	3:15	30:48
9	L. O'Neill	6:00	31:18 <sup>2</sup> / <sub>4</sub>	26	M. G. Matte on	3:45	31:33
10	W. Roden	3:15	28:46	27	C. W. Shattuck	4:30	32:19
11	W. R. Talcott	3:45	29:28	28	W. L. Hixon	2:00	29:55
12	D. W. Gould	3:00	28:44	29	M. J. Budlong	2:09	30:18
13	James Levy	:30	26:15	30	James Arbuckle, Jr.	3:45	32:13
14	E. W. Ballard	:45	26:31	31	E. E. Cook	4:30	32:59
15	H. J. Jacobs	3:00	28:51	32	J. H. Hodges	3:15	31:50
16	J. B. McFarland	4:30	30:22	33	Fred Howard	4:30	33:06
17	*Lumsden and Githens	1:00	24:54				

\*Penalized.

## WOLFE BREAKS THE CHICAGO-NEW YORK RECORD.

NEW YORK, Oct. 8.—George W. Wolfe, of Chicago, arrived in this city at 2:30 p. m. yesterday (Sunday), completing his ride between the two cities in 6 days 9 hours and 30 minutes. This establishes a new record, being 36 hours faster than Letter-carrier Smith's ride of 7 days 21 hours and 30 minutes, which stood as record up to Wolfe's wonderful ride. According to his cyclometer, 1,038 miles were ridden, of which distance over one hundred miles was through deep sand. That Wolfe's record is genuine there can be no doubt, for he has signatures and dates all along the route which verify his claim. In the afternoon, after a hearty meal, and a Turkish bath Wolfe was the guest of the Kings County Wheelmen, of Brooklyn, who gave him a rousing time. The route taken by Wolfe is comparatively new, being as follows: Chicago to Fort Wayne, new road and very sandy; Sandusky, Pittsburg, Altoona, Harrisburg, Reading, and New York. All kinds of weather was encountered enroute, and the time made, while standing as a record today, Wolfe says, can be ridden in much less time, when other routes are discovered. The record-holder's home is at 62 Vernon Park place, Chicago. He is a member of no club, not even being an L. A. W. member. This is his third year as a cyclist.

A. E. Smith, the letter-carrier, started from Chicago last Tuesday in an attempt to regain his lost laurels. THE BEARINGS has taken charge of Smith's checking arrangements, and will see that the record is not faked.

Battle Creek, Mich., will hold its first annual state tournament October 11. Over five hundred dollars in prizes is offered for six events. The prizes are diamonds, watches, and jewelry, and the best offered in the state this season. A six-mile road race over a gravel road is one of the races.



## SENSATIONAL WIN FOR JOHNSON.

By Clever Team Work the Kingpin of the Stearns' Stable Defeats Tyler at Waltham—Last of '94 Racing.

WALTHAM, MASS., Oct. 8.—There was a great deal more in the Class B mile invitation race ridden at Waltham this afternoon than the casual looker-on saw, or even suspected. Exceedingly clever team work put up by a couple of men working against each other, made the race an unusual and diplomatic one, from the standpoint of the crank who follows bicycle racing continually. With the help of Charley Murphy, Johnson beat Tyler. By the interference and clever blocking of Ray MacDonald, the mile competition record was kept for his team mate, Bald.

Fully fifteen hundred people saw the last races on the American track for the season of 1894, and they saw some good, some bad races, and one very, very peculiar event. The day was perfect, and all that could be done to make good sport had been done by the Waltham Bicycle Park Association, under whose auspices the races were given.

### Sanger, Tyler, and Johnson Entertained the Crowd.

To be sure, Sanger did not ride, being nearly blind from a cold in his eyes, but there was enough sport without him.

The Class A men showed up well and furnished some very pretty racing. Harley Davidson, of Toronto, was easily the star performer of the day and he rode in Class A by special permission of the National Racing Board. His work from scratch in the mile handicap, was exceedingly well done, and he is looked on by the knowing ones as a sure winner for next year. The races were run off with a snap and precision, which the board of track officials may well be proud of. In less than two and a half hours, fifteen heats were run off.

### When the Men Lined Up

for the Class B mile, Mayo and Saunders were seen on a tandem in front of them prepared to set pace. It was the intention of the management to attempt the mile competition record in this event, and for this reason the pacemakers were put in. But four men started, and the small number made a good race as it gave the people a chance to see every movement and effort for position. Johnson was on the poles with Tyler next, Murphy next, and Ray MacDonald on the outside. At the pistol MacDonald worked his game and made a big break for the tandem, pushed away by the strong arm of Asa Windle. He succeeded in getting

### The Desired Place Behind the Tandem,

and the others fell in behind in this order: Johnson, Murphy, and Tyler. There was no change till the backstretch was reached, when Murphy, evidently acting on a prearranged plan, started to beat the tandem pacemakers. This pulled along Johnson, and shut Tyler in a pocket close to the pole, but the pacers saw the game and rode wide on the bank, and compelled Murphy to get back into position. Then the men dropped back again as they started off. At the third Tyler had begun to crawl up a bit, and he and Murphy changed places. Murphy's work was now to hang on to Tyler, and if he tried to jump, to jump with him, and hang to him as far as it was possible, meanwhile allowing Johnson to win out. In the second back MacDonald's idea was apparent when he slowed up and refused to follow the pace set him by the tandem, he leading the bunch. The others had to slow up when he did, and if they attempted to jump him he was ready to stay with them. His team mate,

### Bald, Holds the Record.

and his business was to stop any one else from getting it. The men rode slowly round and down the back for the last time. At the turn the field began to go very fast, as was seen when Tyler attempted to go round. He started and got half way and there Johnson caught him and held him. Tyler forged ahead a bit and MacDonald made his bid at the same time. Murphy had done his work, and quit the going. These three came into the stretch, Tyler and Johnson fighting for place, and at their rear, MacDonald working to stay with them. It was neck and neck almost to the tape, and then Johnson seemed to sprint again and he rolled over the tape a winner from Tyler and MacDonald by twenty-five feet. The howl that went up was a caution.

All the wind had gone down when the men came out for the first heat of the third mile, Class B. Allen, Arnold, Coulter, and McDuffie started. McDuffie jumped to pass, but gave it to Allen on the turn, who gave it up to Coulter on the back. At the last turn

### Arnold Started to Pass,

on the outside, but Allen saw him and would not let him by. Coulter came out from the pole and drew out Allen. These two qualified. Five men started in the second heat, which proved a very pretty finish. Gardiner and Murphy pulled away from the field, Murphy hanging onto the Chicago man in fine style. Tyler, Coleman, Warren, and Butler started in the third heat; Tyler set the pace and won out easily, pulling Coleman along.

An excellent field got up in the final. Six men started, every qualifier in the trials. Tyler was on the pole, and C. Murphy on the outside. It was a very hot race. At the pistol, Tyler jumped off in the lead and kept it round the turn, followed by Coulter. Allen was on the outside, and working hard for position. The order was just the same into the back, when Coulter jumped and took the pole. He brought up Gardiner, and together they swung round

the turn. Allen rode wild and came very near going over the bank into the ditch. He recovered, but not in time to get into the going again.

### Just Swinging into the Stretch

Tyler began to go, and gradually got toward the pole and sprinted home Gardiner was close to him, and Coulter was third.

The final of the Class A two-thirds mile handicap was not an interesting race in the least. The long-mark men split the bunch and Lenfast and McEdwards pulled away from the bunch of low-mark men and won out with no trouble in the least. Plaintiff and Wing were third and fourth. The Class A mile open was the most peculiar race ever ridden at Waltham. Eight good men got up and Williams and Heggarty on a tandem paced them for three-quarters of a mile. Davidson started out to catch the tandem, Wettergreen tried to do the same thing, but had to give up. On the back Davidson caught the tandem and got in behind it. Wettergreen relinquished his effort, but fell in behind at second place in a good position. Then the tandem began to set a terrific pace that pulled the field all to pieces. Wettergreen and Pettigrew were close behind. At the third Wettergreen stopped going, but was still in the race.

### The Pace Was Too Hot.

This brought the bunch up and Davidson still hung onto the tandem, who were still riding very fast. The field was drawn way out and Davidson was still tucked under their arm. The attendants were hustling around the track trying to make the tandem stop and give the field a chance. Wettergreen, Davey, and Pettigrew rode along at the heart of the bunch slowly, apparently, but in reality at a good gait. They were not anxious to kill themselves catching the tandem and Davidson. At the finish Davidson was fully an eighth of a mile in advance of the gang. Wettergreen and Davey had a pretty fight for second, Davey winning it.

The great race of the day, the mile, Class B, invitation, resulted in

### A Sensational Win for Johnny Johnson,

who ran away from Tyler and sprinted home. Ray MacDonald was third. Mayo and Saunders paced on a tandem.

The second heat of the Class A mile handicap had Davidson on scratch. At the third he had caught the field and was sitting up, and into the last back he was passing the field. It was a very pretty race and his sprint from tape to tape was as clever a bit of riding as was done in the afternoon. He did not win, but allowed Wisner to qualify first, while he took second. The final heat in the A handicap had Davidson on scratch. He rode a very fast race and had cut deep into the bunch at the third-mile mark. At the two-thirds mark he was figuring for position, having easily passed half a dozen men. The finish was a very hot one and Brandie, by steady riding won the event. Davidson made the race extremely sensational by his work.

Gardiner came back to scratch in the final of the B handicap mile. He had Coleman and Coulter at 40 yards in front of him. He had caught the bunch and tried to pull them along to close the gap between the low-mark men and Steenson, and Butler, who had jumped way ahead and distanced the field. McDuffie punctured his tire on the turn, and was out of it. The low-mark men could not catch Butler and Steenson, and did not close with them at all, till directly at the finish. Steenson won and Butler was second.

### Summaries:

Third-mile open, Class A.—H. C. Tyler, first; A. Gardiner, second; C. R. Coulter, third; W. Coleman, fourth; C. M. Murphy, fifth. Time, 3:43.

Two-thirds mile handicap, Class A.—Melville Lenfast, 70 yards, first; G. A. McEdwards, 60 yards, second; G. Plaintiff, 60 yards, third. Time, 1:28.

One-mile open, Class A.—Harley Davidson, first; A. H. Davey, second; J. C. Wettergreen, third. Time, 2:11.

One-mile invitation, Class B.—J. S. Johnson, first; H. C. Tyler, second; Ray MacDonald, third. Time, 2:17½.

One-mile handicap, Class A.—John Bianchi, 95 yards, first; Harley Davidson, scratch, second; G. Plaintiff, 90 yards, third. Time, 2:14½.

One-mile handicap, Class B.—H. R. Steenson, 110 yards, first; Nat Butler, 50 yards, second; G. Cutler, 120 yards, third; A. W. Warren, 70 yards, fourth. Time, 2:14½.

## WEILER BEATEN.

SALT LAKE, UTAH, Oct. 3.—Weiler won the second race of the Social Wheel Club championship today and the three-mile handicap from scratch, but lost the half-mile scratch to Evans. The track was heavy and no records were broken, although the races were well contested and the finishes were exciting.

### Summaries:

One-mile novice.—Lon Hyde, first; E. Langton, second; Jennings, third. Time, 3:08.

Half-mile scratch.—Evans, first; Weiler, second. Time, 1:12½.

One-mile, 2:35 class.—A. W. Caint, first; Wayne Smith, second; H. O. Jensen, third. Time, 2:46½.

One-mile, Social Wheel Club championship.—Weiler, first; Evans, second. Time, 2:46.

Three-mile handicap.—Weiler, scratch, first; Royle, 150 yards, second; Tisdale, 150 yards, third.

### A Fast Five Miles.

Chicago has the record-breaking fever. Not satisfied with breaking the ten-mile record, a Chicago rider has added the five-mile to the credit of the windy city. Last Sunday, A. C. Van Nest, of the South Side Cycling Club, rode five miles in 11:19, breaking the record of 12:09, held by Lagan, of Philadelphia. He was paced by Osmun and Holmes on a tandem and by several single wheels.

The Capital City Cycling Club, of Lincoln, Neb., will give a local meet on October 12.



## NEW HOUR RECORD.

**An Englishman Rides 26 Miles 1,670 Yards in Sixty Seconds.—The Surprise in the Anchor Shield Race.**

LONDON, Sept. 29.—At Herne Hill track last Thursday some fine performances were achieved. J. A. Robertson beat the British record for 1 hour on a safety, and G. McNish and E. Scott on a tandem, the fifty-mile record. Robertson started at a cracking pace, beating records from three to five miles, and from eight miles to the finish; twenty-six miles were covered in 57:57 $\frac{1}{2}$ , and 26 miles 1,670 yards in the hour, the previous record being 26 miles 1,103 yards by G. R. Martin on the same track. McNish and Scott on a tandem beat all records from twelve to fifty miles, doing the latter distance in 1:53:20 $\frac{3}{4}$ , as against 1:56:45 $\frac{3}{4}$  by J. Green, the fifty-mile champion, on the same track a fortnight ago.

The full results of the Anchor-Shield race last Saturday are now before us. Nineteen men rode out the full time; the first, Walters, as recorded in my last letter, doing 258 miles 120 yards, and the last, the veteran J. G. Sames, accomplishing 199 miles 1,500 yards. This is the largest field that has ever finished in a 12-hour race. The first seven men exceeded a total of 240 miles, or twenty miles an hour throughout. The two riders of Bantams were on the track at the finish. W. H. Knight did 241 miles 1,018 yards, and J. Bowie 226 miles 350 yards. These figures prove the somewhat despised type of machine to be undoubtedly speedy.

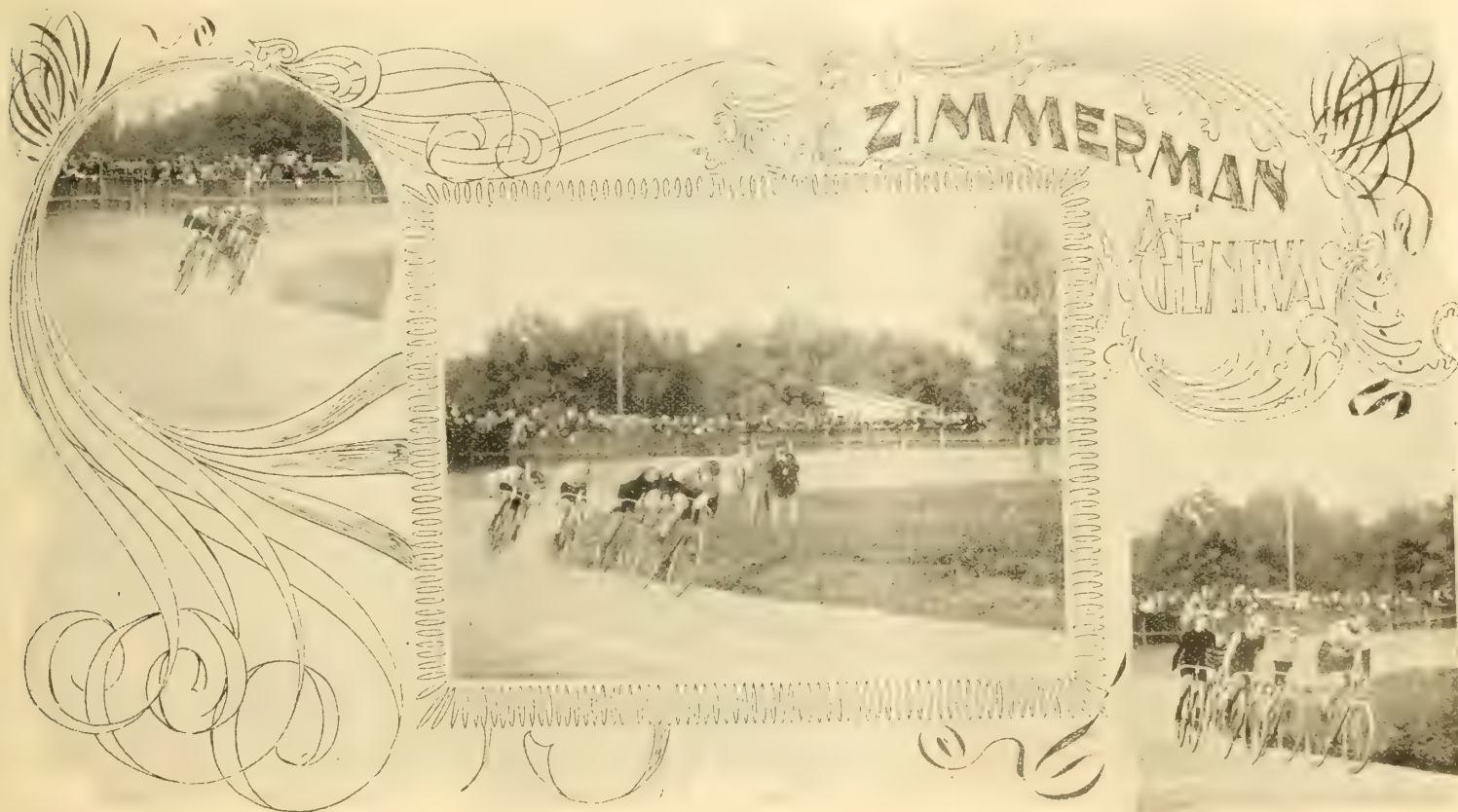
It is now known that C. C. Fontaine covered 375 miles in the North Road C. C. 24-hour held a fortnight ago. This is five miles ahead of

ting jacket of dark blue cloth, white shirt-front, red tie and jaunty billy-cock," completely upset the Scotch natives at Ballater station, while they were waiting the arrival of her majesty the other day. A British matron of the old school (says a morning journal) was foremost in resenting the baleful vision. She expressed her disapproval "by a distinct hiss, which was joined in by several other outraged ladies." The strange figure dismounted from her bicycle—for she was astride a natty machine—and, facing the foe, asked, with gleaming eyes and flushed cheeks, "Are you *women* who thus hiss me? When you bathe you wear a bathing-dress; when I cycle I wear a cycling dress. What is the difference?" The gossips say that this same lady had paraded herself before her majesty at the Crathie Bazaar, and afterward perplexed the honest minds of a coterie of Aberdeen bailies by entering a smoking compartment at Dument station.

Miss White, the professional lady rider, whose record journey from Brighton to London and back, I referred to last week, is a teacher of riding and resides at Lewisham, in the southeast of London. She is a very skillful cyclist, and was one of the pioneers of the rational dress movement last autumn. She has now deserted the somewhat heavy tailor-made garments for a Zouave costume of the divided skirt species.

## BROKE CALLAHAN'S TWENTY-FIVE MILE RECORD.

NEW YORK, Oct. 8.—The twenty-five-mile scratch road race, promoted by the New York Recorder, and run Saturday over the Elizabeth-Rahway course in New Jersey, was a complete success in every way, but an unfortunate misunderstanding of some of the men caused the first six men over



Shorland's previous best, made in 1893. C. C. Fontaine is by birth an American, and till recently was a professional gymnast and wire walker. This is his first season as a speed cyclist, although he has been a rider for many years. He is of medium height, but very muscular, and his gymnastic training has stood him in good stead. In the Cuca race he made a splendid fight with F. W. Shorland, but had to retire, partly owing to injudicious feeding on tomatoes and strawberries. His age is uncertain, but he is probably about thirty-two.

Great indignation has been excited among riders on the North Road, owing to the discovery that some evilly disposed person sprinkled quantities of sharp metal refuse and tin tacks on the famous highway near Stilton and Norman Cross on the day of the North Road 24-hour. The police disclaim all knowledge of the outrage, and many of them being riders themselves, repudiate the idea of their sharing in it in any way. It is true they had made preparations to stop all cyclists riding above twelve miles an hour who refused to pull up when challenged, but as the route of the race was changed, no opportunity was afforded them. The perpetrator of the deed remains at present a mystery.

I am in a position to contradict the rumor which has found publicity in a provincial sporting journal that it is meditated to establish a corner in cycling journalism. The story went that *Cycling*, *Wheeling*, and *Bicycling News* were to be amalgamated into one journal, combining the present respective features, and managed by one staff. There is no foundation for the tale.

A woman, attired in "narrow knickerbockers, and very short, tight-fit-

ting jacket of dark blue cloth, white shirt-front, red tie and jaunty billy-cock," completely upset the Scotch natives at Ballater station, while they were waiting the arrival of her majesty the other day. A British matron of the old school (says a morning journal) was foremost in resenting the baleful vision. She expressed her disapproval "by a distinct hiss, which was joined in by several other outraged ladies." The strange figure dismounted from her bicycle—for she was astride a natty machine—and, facing the foe, asked, with gleaming eyes and flushed cheeks, "Are you *women* who thus hiss me? When you bathe you wear a bathing-dress; when I cycle I wear a cycling dress. What is the difference?" The gossips say that this same lady had paraded herself before her majesty at the Crathie Bazaar, and afterward perplexed the honest minds of a coterie of Aberdeen bailies by entering a smoking compartment at Dument station.

### Summary of Finish:

PO.	NAME.	TIME.
1	*F. D. White.....	1:06:37 $\frac{1}{2}$ *
2	*Monte Scott.....	1:06:38
3	*G. A. Murray.....	1:06:38 $\frac{1}{2}$ *
4	H. F. Loehrs.....	1:07:16
5	*John Gardner.....	1:07:43
6	*R. P. Searle.....	1:08:47
7	Thos. Hughes.....	1:09:27
8	G. W. Coffin.....	1:09:29
9	H. C. Hanson.....	1:10:59
10	Jos. Talbot.....	1:11:28
11	W. J. Mooney.....	1:12:11
12	Geo. P. Kuhlke.....	1:12:28

A time limit of 1:15:00 was placed on the race.

Those marked with a star disqualified for going wrong course.



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GEO. K. BARRETT, EDITOR.

## HOLD THE WHIP HAND.

The movement of the wheelmen of Chicago to make themselves felt in matters political, assumed active shape less than three weeks ago, and already their efforts have awakened consternation among the professional politicians. The Associated Cycling Clubs of the city seized on the opportunity offered them in the candidacy of N. H. Van Sicklen, for a county office, to demonstrate the power that they possessed, and plunged actively into the work of organizing a wheelmen's campaign that would be worthy of them. The campaign committee has worked hard and the results are already apparent. Mr. Van Sicklen has been approached with offers to sell out, which, it is hardly necessary to say, were repulsed. The strongest efforts have been made to induce the L. A. W. officials in the state to repudiate the move of the Chicago wheelmen. They have been promised by the Republican party managers all sorts of good things if they followed this course, in the event of Republican success in controlling the state legislature and senate. The last meeting of the Associated clubs was visited by a candidate for county commissioner, who pleaded for the wheelmen's vote on the plea of being a friend to good roads. Offers of money have been made to the editor of THE BEARINGS for his support of candidates of both the great parties. All this means that before the wheelmen have even played their first card, the professional politicians have been made to realize that their strength is going to be a factor in the coming election which it will be well to cultivate. The wheelmen have determined, however, that they will listen to no outside influences, but will cast their votes for their own candidate, and show once for all that they have the numbers to entitle them to recognition, and the next time that they send a road bill to the state house or a petition to the city council, that it will receive attention instead of being referred to a committee which will bury it. The campaign is coming on in splendid style and is receiving the most enthusiastic support by wheelmen in this locality.

## SANTEE'S AWKWARD POSITION.

It was Candidate Santee, we believe, who "hoped" that the campaign for the chief consulship of the New York division would be a clean one. Be that as it may, he has made it anything but clean. The worst of the whole affair is that he has been afraid to come out in public print and say what he thought. The Luscomb-Santee crowd has had the hearty support of *The Wheel* in their canvass, and therefore lacked no mouthpiece in which to vent the charges which they have seen fit to make against I. B. Potter. Doctor Santee has resorted to letter writing to accomplish the defeat of his opponent. Letter writing, per se, can not be condemned, but when letters contain such statements as the writer dare not make in public, statements that if given wide circulation would act as boomerangs, then such letter writing is to be condemned most vigorously. Santee has been privately circulating statements about his opponent that are not true, and that he has every reason to know are not true. He has not sent these letters out promiscuously, but to those on whom he thought he could depend to spread his statements in a damaging way without their being traced home to him. In this he has made a mistake. He may have had the sympathies of many prominent wheelmen in the New York division, but when they saw the underhand methods that he was employing, their sense of honor and fair

play brought about a reaction, and his work has become public property. So vindictive have been the attacks that both Howard E. Raymond and George R. Bidwell have felt called on to come out in open letters and give the true inwardness of affairs. The letters will be found in another column of this paper, and will bear careful perusal by all who have a vote in the New York division, and all who care to be enlightened as to the methods of the Luscomb-Santee clique.

## THE ROAD RACING QUESTION.

The cyclists of this country have been brought face to face with a question that has caused the English clubs so much worry, viz., the suppression of road racing. Road racing in England bids fair to become a thing of the past in a short time. The authorities have opposed it bitterly for some time, and of late have prohibited it almost entirely. The riders of Philadelphia have been confronted with the same state of affairs. The distressing accident which Blauvelt and Miller met with, recently, near that city is the direct cause of the attack on road contests by the authorities. While road racing is a feature of the sport that adds great interest, especially among the clubs who hold most of their club races on the road, we can not fail to realize that the authorities have good reason for their stand. Therefore, so long as the clubs of Philadelphia, or any other part of the country desire to continue their road races, they will do well to see that every precaution is taken to prevent accidents to either riders, spectators, or pedestrians. So long as accidents are avoided, just so long will the sport be tolerated. A word to the wise, etc.

## CLEVELAND STILL RACE MAD.

CLEVELAND, OHIO, Oct. 8.—Louis Gimm will go for the 24-hour record at the Newburg track on Friday. The track is being put into shape for the event.

The C. W. C. will wind up the season with another road race. The course will be a trifle over ten miles, and will start and end at the clubhouse. It will be held on Friday, October 19, and will be for club members only. Two prizes (medals) only will be given; first time and first place, and one rider can not win both prizes. A novel way to determine as nearly as possible the proper handicaps will be adopted by the committee. Each rider will be furnished with a slip upon which is printed the names of all the contestants. He will then set down opposite the name of his opponents the handicap he thinks each should get. The slips will then be averaged, and the handicap of each man set as nearly as possible accordingly.

On Wednesday evening last the Lakeside club's racing team was given a reception at the clubhouse. A banquet and toasts galore made a very pleasant evening.

A telegram was received Saturday by H. A. Lozier announcing that the Terre Haute track was at the disposal of the Cleveland team for the record trials that are to take place this month, and arrangements are completed for the team to use that track. The trials will last two weeks, weather permitting. A new thirty-seven pound tandem will be used in pacemaking.

## Visitors to Chicago.

Colonel Pope, accompanied by George Day, dropped in on Chicago unexpectedly last Wednesday. On the same day C. A. Benjamin and C. E. Weaver arrived. The two latter were filled to the muzzle with tires and were very enthusiastic over the prospects for '95.



*The plowboy's delight.*



## WORLD'S RECORDS FROM THE COAST.

SACRAMENTO, CAL., Oct. 10.—Several of the coast flyers are here trying for world's records. Robert L. Long, of San Francisco, and Tony Delmas, of San Jose, broke the quarter mile, flying start, tandem record, doing :24 $\frac{3}{4}$ . L. S. Upson, of Sacramento, rode a quarter in :27 $\frac{3}{4}$ , breaking the quarter mile, Class A, unpaced record. Ziegler was breaking the quarter-mile record when his wheel broke. C. S. Wells, of San Francisco, rode a half mile, practicing, in :52 $\frac{3}{4}$ , and a mile in 1:56.

### Hobo's Race.

PROVIDENCE, R. I., Oct. 6.—The Woonsocket Hobo Wheelmen held a tournament at the Woonsocket Trotting Park today. Very fair time was made considering the condition of the track. A match race between Philip Sylvester and Thomas Hackett attracted considerable interest, inasmuch as \$1,000 changed hands in the way of bets. Sylvester had a handicap of twenty-five yards, and won in 2:24 $\frac{1}{2}$ . The other races were fair, Hills having everything his own way. The mile open was ridden in two heats, Hackett, Hills, Arnold, Merritt, Hall, and Adams qualifying. Hans Hanson, H. B. Hills, Jr., and E. Hall tried for the mile flying state record, which Hall succeeded in lowering 3 $\frac{3}{4}$  seconds, time 2:19 $\frac{3}{4}$ .

### Summaries:

One-mile, 3:00 class.—A. Almy, first; H. D. Merritt, second. Time, 2:48 $\frac{3}{4}$ .

One-mile, 2:40 class.—E. Hall, first; L. B. Arnold, second. Time, 2:30.

One-mile open.—T. A. Hackett, first; E. Hall, second; H. B. Hills, Jr., third. Time, 2:48.

Two-mile state championship.—H. B. Hills, first; E. Hall, second; T. A. Hackett, third. Time, 5:28 $\frac{1}{2}$ .

## ROYLE A RECORD BREAKER.

SALT LAKE, UTAH, Oct. 10.—J. C. Royle lowered all state records from six to ten miles made by "Maddox" Hyde last Monday and established a new set of records from ten to twenty-five miles and also established an hour record of 21 $\frac{1}{4}$  miles. His ten miles were made in 27:33 and the twenty-five miles record was put at 1:10:54 $\frac{1}{2}$ . Royle, who is a brother of the actor and playwright, Edwin M. Royle, author of "Friends," is seventeen years old today. He only won his novice race August 22, but has considerable ability as a rider and won a number of prizes since then.

## THAT COASTING CHALLENGE.

EDITOR THE BEARINGS: We have failed to see anything in the columns of the cycle papers recently relative to the challenge for a coasting match issued by Messrs. A. G. Spalding & Bros., some time ago. As we had contemplated entering this match should it be brought about, we take this means of stating that we should be most glad to see such a contest take place, and to take part in it with our Lu-Mi-Num wheel. If the requisite number of competitors can not be gotten together under the terms of the challenge as originally issued, it seems probable that a contest might be brought about by some different form of agreement and we shall be ready to enter a contest under most any plan that may be acceptable to the others. We have had our wheel in quite a number of local coasting tests; we have beaten other machines which were, up to the time they met us, never beaten, and we have never ourselves been defeated. This experience



Five-mile handicap.—T. A. Hackett, 300 yards, first; H. B. Hills, Jr., 250 yards, second; J. Georgehegan, 450 yards, third. Time, 13:29.

### Chicagoans at Janesville.

JANESVILLE, WIS., Oct. 10.—Chicago riders scooped in the cream of the prizes at the meet here today. Church won the mile handicap, while Kenyon, on a Monarch, carried off the mile open, defeating Sanger and Howie, the Milwaukee cracks.

### Summaries:

One-mile handicap.—Ed S. Church, Chicago, first; Don Van Wart, Evansville, second; W. E. Kenyon, Chicago, third; H. W. Crocker, Milwaukee, fourth. Time, 2:23.

Quarter-mile open, best two in three heats.—Will Howie, Milwaukee, first; F. K. Canare, Evansville, second; Ed S. Church, third. Time, :27 $\frac{3}{4}$ , :32 $\frac{3}{4}$ . The first heat broke the state record.

Half-mile handicap.—A. F. Bingenheimer, first; Frank L. Moore, Beloit, second; Don Van Wart, third; M. Stoltz, Milwaukee, fourth. Time, 1:02.

One-mile open.—W. E. Kenyon, first; W. F. Sanger, Milwaukee, second; Will Howie, third; Don Van Wart, Evansville, fourth. Time, 2:43.

Five-mile handicap.—A. Stolz, Milwaukee, first; Fred Burgess, Evansville, second; W. E. Kenyon, third; A. F. Bingenheimer, fourth. Time, 12:56 $\frac{1}{2}$ .

### Salesman Commits Suicide.

Henry Talley, formerly with the Overman Wheel Co., and lately with the Diamond Rubber Co., committed suicide at Akron, Ohio, last Friday. Talley had trouble with his sweetheart and blew out his brains.

### A Baltimore Firm in Trouble.

BALTIMORE, MD., Oct. 10.—Lee & Gundry, handling the Liberty, have made a deed of trust for the benefit of their creditors. Liabilities, \$6,000; assets, \$2,000.

accounts for our confidence and our desire to get into a contest against some strictly first-class machines. Yours truly,

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,  
St. Louis, Oct. 3. L. W. Conkling.

### The Manhattan's Road Races.

NEW YORK, Oct. 8.—The road races of the Manhattan Bicycle Club were contested Saturday over the Englewood-Tenafly course in New Jersey, before a crowd of at least a thousand persons. The most exciting race of the day was the five-mile sealed handicap. This proved an excellent means for making every man ride his best, and as a result some rather fair time was made.

### Summaries:

One-mile handicap.—C. J. Dimick, scratch, first; J. Meyer, 60 yards, second; W. F. Kerr, 40 yards, third. Time, 2:40.

Two-mile handicap.—R. G. Betts, scratch, first; C. J. Dimick, 170 yards, second; J. Nonenbacher, 80 yards, third. Time, 5:29.

One-mile handicap.—J. Nonenbacher, 40 yards, first; C. J. Dimick, 100 yards, second; R. L. MacFarland, 140 yards, third. Time, 2:35.

### Exciting Contests at Sioux City.

SIoux CITY, IOWA, Oct. 10.—The races today excited even greater interest at the Interstate Fair than on previous occasions, some of the contests being very fast and hot. The summaries:

Quarter-mile open.—Fredrickson, first; Ashley, second; Johnson, third; Enright, fourth. Time, :31 $\frac{1}{4}$ .

One-mile handicap.—Ashley, scratch, first; Hayman, scratch, second; Huseboe, 100 yards, third; Fredrickson, 25 yards, fourth. Time, 2:18.



## ROAD RACING KILLED.

**Philadelphians Will Stop the Sport—Authorities After the Scorchers  
—A Magnificent Lantern Parade.**

PHILADELPHIA, PA., Oct. 7.—Road racing has received a black eye in this vicinity. The recent injuries to Blauvelt and Miller on the Montgomery avenue course illustrates the fact that such sport is dangerous to both life and limb. It is not in accord with the rules of the League of American Wheelmen, and is also contrary to the laws of the city. Public opinion is also very much against it. Probably the last races that will take place over the same course were decided yesterday between participants from the Quaker City, Columbia, and Keystone Wheelmen.

The Quaker City Wheelmen, in whose ranks are some of the best known riders of the state, decided to abandon the sport after yesterday, probably for all time, and their example will doubtless be followed by many other organizations. O. S. Bunnell, whose name is well known in wheeling circles, declares that he will have nothing more to do with road racing. Several of the local dailies, particularly the *Record*, *Inquirer*, and *Press*,

### Have Attacked the Sport,

and on last Wednesday the *Inquirer* said editorially as follows:

On Saturday will occur several road races over the Montgomery avenue course. With these races it is to be hoped that road racing on such prominent thoroughfares will be abandoned. It is an unlawful, as well as a dangerous sport. The track is the only proper place to hold races, and the sooner this is realized by cyclists in general the better.

This echoes the prevailing opinion upon the matter in many of the local club circles. Philadelphia is proud of her wheelmen, and as long as they respect the laws of the city they will be shown every courtesy. They will be furthering their own interests if they will stop road racing before they are compelled to. It was feared that owing to the growing sentiment against road racing in the city that the city authorities might interfere with the races, and a large crowd was on hand anticipating trouble.

Nothing of the kind occurred, however, the announcement that yesterday's events would probably wind up road racing for the season, if not for all time, influencing the authorities to keep hands off. Besides the clubs holding the races had the forethought to lay out a new course, which extended from Bryn Mawr station to Merion avenue, and bringing the finish just outside the city limits.

The first race decided was that of the Quaker City Wheelmen. The course was in the pink of condition and a good wind blew on the riders' backs, which helped them greatly in their progress. Church

### Won the Race From Scratch

in the fast time of 12:13½, which is only 4½ seconds slower than Lagan's record over the old course. Wenzel was Church's only companion from scratch and during the five miles they paced alternately. After riding between three and four miles they overtook the field, but did not slacken their speed any for a rest, but forged ahead. They kept side by side until within a hundred yards of the tape when Church was seen to spurt and come home several yards in advance of Wenzel. The summary follows:

PO.	NAME.	HDCP.	TIME.
1	Charles A. Church.....	Scr.	12:13½
2	W. A. Wenzel.....	Scr.	12:33¾
3	G. H. Buxby.....	2:00	14:23½
4	T. A. Richards.....	2:00	15:04½
5	W. Braun.....	2:30	15:05
6	F. W. Ries.....	2:30	15:09½
7	F. M. Dampman.....	Scr.	13:17¾
8	R. H. Thompson.....	Scr.	13:18¾
9	J. S. Frick.....	3:30	16:49½
10	James Artman.....	1:15	14:41½

The Columbia Cyclers' race resulted as follows:

PO.	NAME.	HDCP.	TIME.
1	Houseman.....	2:00	14:28¾
2	Enochs.....	1:00	14:18
3	Fountaine.....	1:45	16:04
4	Smith.....	Scr.	14:13
5	Hupert.....	1:45	15:32

The Keystone Wheelmen's race was the first held under that club's auspices and proved quite interesting. There were about a dozen starters, the first seven men finishing in the following order: Gardiner, scratch, first; time, 13:20; Cressey, 45 seconds, second; Moore, scratch, third; Evers, scratch, fourth; Green, 45 seconds, fifth; Templeton, 20 seconds, sixth; Walters, 45 seconds, seventh.

The Associated Cycling Clubs held a special meeting yesterday to consider the question of

### Reckless Riding and Scorching

on the public thoroughfares of the city, which of late has caused so much trouble. A letter from Director of Public Safety Beidler was read. The director called attention to the abuse of the nicely paved streets and proposed the appointment of cyclers as special officers. The delegates to the association discussed the matter at length and decided to help the police all they could. Accordingly a committee was appointed to wait on the director, consisting of the following: P. S. Collins, C. A. Dimon, and J. W. Zook. The A. C. C. will suggest men for such appointments, or will arrange for regular patrolmen on wheels, at the expense of the association if necessary, who will spend their entire time on the streets and arrest all wheelmen violating the law.

The annual bicycle parade of the Frankford Avenue Improvement

Association was given on Friday night. The affair passed off very successfully. From Lehigh avenue to Girard avenue, Frankford avenue was thronged with thousands of people, and it was with difficulty that the cyclers picked their way through the immense crowds. Numerous arches of incandescent lights were suspended across the street at intervals, and lent a pleasing effect to the vari-colored decorations to be seen on every hand. Hundreds of dollars' worth of fireworks completed the display of the business men, and the sight was one long to be remembered.

Headed by a squad of mounted police, the pageant started down Frankford avenue a little after 8 o'clock. Following the escort came the Y. M. C. A. Wheelmen. The Northeast Wheelmen came next, then the Golden Eagles, the Coxey Army Cyclers and representative delegations from nearly all of the thirty or more local organizations. Numerous bands were scattered here and there in the procession. The Golden Eagle Wheelmen made the best showing, and in addition to being

### The Best Dressed Club,

carried off a number of other prizes. The prizes were awarded as follows: Best dressed club, Golden Eagle Wheelmen; largest club, Northeast Wheelmen; best decorated wheel, the Benner brothers. The design was a large horseshoe with electric lights displayed on two especially built wheels joined together; second best wheel, by Paul Voight, design of boat with rider attired in women's dress; largest piece of decoration, belt line locomotive, name of rider not known; best illuminated wheel, to Golden Eagle Wheelmen; most comic character, darkey riding an ordinary bicycle.

At the regular monthly meeting of the Century Wheelmen on Friday night the amendment to the by-laws providing for the creation of a board of governors was adopted. The new board will consist of fifteen members who will have full charge of the club's business in the future, instead of the members at large, as at present.

Thirty-five new members were elected to the Pennsylvania Bicycle Club at a meeting of that organization on Thursday night. Twenty were ex-members of the Eclipse Wheelmen. The membership list has nearly reached its limit and as there are many more applications an effort will be made to increase the limit to 1,000 at the next meeting.

## DE SOTO RECORD LOWERED.

ST. LOUIS, Mo., Oct. 8.—Yesterday J. A. Weaver, of the St. Louis Cycling Club, succeeded in lowering Bert Harding's round trip De Soto record from 9:25:00 to 9 hours flat. His actual riding time, deducting stops, was 7 hours and 20 minutes, which betters Harding's actual riding time by 1 hour and 5 minutes. Weaver and Bob Laing left the St. Louis Cycling clubhouse at 7:15 a. m. to have a try at the record. They had a head wind to contend with, but reached Bulltown (Antonio) at 9:20 and De Soto at 11:17. They had dinner there, and stopped half an hour altogether before starting on the return trip. The wind in the meantime had shifted to the northwest, and they had practically a head wind to contend with again. At the top of Corker hill Laing decided the pace was too hot, and Weaver came on alone. Bulltown was reached at 1:35, and the clubhouse at 4:15, making the round trip in 9 hours flat. Both of the sturdy riders climbed all the hills on the down trip, and Weaver climbed everything on the up trip but Frisco and Kimmswick. These he could have climbed, but he preferred to husband his strength. Both mounts were twenty-three-pound Ramblers, Weaver's geared to sixty-three inches and Laing's to sixty inches. The only accident was a puncture to Laing's tire, which delayed them 12 minutes by the watch. The times at all points are authenticated, and Weaver will present his record to the Century Road Club to be passed on.

The Associated Cycling Clubs got rid of their "Old Man of the Sea" on Saturday night, by dropping the Pastime Bicycle Club from membership. Their reason for doing this was that, according to their own admission, there was no Pastime Bicycle Club, but merely a bicycle section of the Pastime Athletic Club, and not having a separate existence. Therefore the Pastime Athletic Club was not a member, and had never claimed membership in the A. C. C., and there being no Pastime Bicycle Club that name was stricken from the roll. This, it is hoped, is the last chapter in a very disagreeable squabble.

The annual fall county tour was held yesterday and 236 riders participated, among whom were a half dozen of the gentler sex arrayed in bloomers. The dusty roads rendered the ride anything but pleasant, but this was all forgotten in the enjoyable time that was had afterward at the destination, Schoenlan's Grove. After dinner Mayor Walbridge addressed the assembly on "Good Roads," Councilman Franklin Ferriss followed with an address on "The Wheel," and Sprinkling Superintendent A. L. Wagenman spoke on "Sprinkling." They were all enthusiastically received and from their addresses seemed to be in touch with the riders. A pleasant surprise was sprung on Chief Consul Robert Holm in the present of a handsome silver trimmed mahogany cigar box, with the plate engraved suitably "from the Associated Cycling Clubs, in recognition of Mr. Holm's work as chief consul of the division, and treasurer of the A. C. C." The presentation was made by Pres. D. W. Robert of the A. C. C.

On the 21st inst. the St. Louis Cycling Club will hold a sealed handicap ten-mile road race over the Forest Park course. The race is open to club members only. The time prize is a handsome gold medal with the club emblem, a Maltese cross, enameled on it in the club colors, blue and white

Frank T. Fowler, of the Hill Cycle Co., has just returned from a two months' trip in the west. He reports business fine.



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Gentlemen: The new WAVERLEY is a "dandy." Lewis Matson took first prize in the one-mile country race with it, and in the five mile handicap race he took second prize for best time. Lloyd Rogers took first prize on Matson's Waverley Scorchet that Matson had ridden all summer, and Mart Miller took first prize for best time in the five mile handicap. Waverleys are strictly "in it," in competition against —, etc., and they are all record holders, too.

Yours truly,  
PALMETER BROS. & MCGRAW.

Bicyclist Barnett has completed his bicycling trip and is now at his home in Schickshinny. He rode altogether 882 miles on his wheel, and by boat on his return 300 miles. Here there has been no rain for several weeks, he says, but down south there has been plenty of rain. He found no dust until he reached forty-five miles this side of Philadelphia. He feels very much better since taking this exercise, and lost daily eight pounds. He rode a Waverley geared to 68, weight, 28 pounds, and broke nothing and had no punctures.—  
*Wilkes Barre Record, Sept. 1st.*

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## AMONG THE RECORD BREAKERS.

### How They Kill Time While Waiting for Good Weather—Cambridgeport Wins the Team Race.

WALTHAM, Oct. 6.—This has been a rather futile week with the record breakers camping at Waltham. There have been but one or two days when the weather was at all favorable for them to do anything, and even these fair days have been marred by strong winds, so that nothing at all has been done. It is a week wasted and the Stearns and the Union companies have been paying for it.

Mr. Bradstreet, the owner of the track, owns a theater in Waltham also, and he entertains his guests evenings with passes to the theater. It has become the regular thing now for the boys to file in at just such a time and take the best seats in the house. Everybody in Waltham knows them and there is always a good-sized crowd at the track to watch them try out.

The officials are informed each noon whether or not their services are needed. This they are told over the telephone. Then at about 3 o'clock they come straggling into the park, with Mr. Bradstreet along too. Then they talk around a while and if the men do anything, the crowd gets excited and happy. If the boys do not do anything, the crowd gets sore on itself and the world and goes home. At 5 o'clock the barge arrives to take the officials to the train and the day is over. When

#### The Wind Is Particularly Biting,

hot coffee and sandwiches, with exceedingly hot mustard, are served at the judges' stand.

The men now camped at the track include some of the best men on the path. Johnson has been here the longest and he may train here for his season's skating work. There is indefinite talk of putting a good skating track into the Waltham oval. He is at present suffering from boils on his neck, which do not amount to much.

The two Callahans, Charley and Louis, are as popular as any two men on the track. When Davidson runs away with Charley's toe-clips Charley is apt to say things. Then is when Louis' absolutely fireproof good nature comes in, and he tells his big brother to "be sociable." Louis is the life of the quarters.

"Charl" Murphy is here with his little Englishman with the loud cap. Steenson, the big elephantine fellow, and Cutter, who has been doing some pacing, are also here and cut lots of ice.

Mayo and Saunders, the two plucky kids who paced Johnson in his great mile when they could not walk, are the star attractions just at present, and their ride is still the talk of the cycling public.

Tyler and the "funny little man," Sidwell, are very chummy these days, and Webb is on hand to shake everybody by the hand and smile at him. Sanger is here also getting a few days' much needed rest. Gardiner and Bainbridge are doing some fast quarters these days, and Coleman and Eddie McDuffie are also trying some humping thirds. Porter is trying out, while Heggarty, Williams, and Metz, on the new triplet, do some good fast work every day.

The match race, which was advertised to be run between Sanger and Johnson, has been off for a day or two now, for various reasons.

#### Cambridgeport Now Holds the Road Supremacy

of Boston and vicinity on bicycles. At the Associated Cycling Club's twenty-five-mile interclub road race this afternoon, over the famous Linscott course, her three good men won the event by one point.

The chief feature of the race, the long-looked for contest between McDuffie, Butler, and Porter, was frustrated by a poor tire on the front wheel of McDuffie's machine, which burst, and put him out of the race two miles from the start. The surprise of the race was the beating that Porter gave to Butler, whom he beat by 3 seconds. The time was slow, being over 11:20:00. This was due to the heavy wind.

Two years ago Cambridgeport won this event over heavy roads, and brought her three men over the tape together. It was a sensational win, and was a great surprise. The great success of the team was due to the indefatigable work of George F. Kehew, and the same success is due again to him this year. He has worked hard for the success of his team, and won out with a couple of men, comparatively strangers. One of them, Werner, won the fourth place last Saturday in the Malden Wheelmen's race from the 2:30 mark, the first race of his life.

Four teams had entered—Waltham, Malden, Cambridgeport, Roxbury, and at the last minute, Union. But three teams came to the scratch at a little after 3 o'clock, when the men lined up at the corner of Ferry and Eastern avenue, Malden.

Five names are sent to the secretary of the association by each club entering, and from these five names three must be chosen to ride the actual race. Nine men therefore lined up on the tape as follows: Cambridgeport—Nat Butler, winner of the Linscott, A. F. Werner, and R. M. Mugridge; Malden—Eddie McDuffie, John Wettergreen, and John Bianchi; Waltham—A. W. Porter, F. M. Heggarty, and C. G. Williams.

Farrell, of the Union team, appeared, but as none of the other members of the team came up, and some of the men in the field

#### Objected to His Riding

over the course with them, he was requested by the referee not to do so, as it might disqualify some of the men, but he persisted. Roxbury drew her team.

As the word was given McDuffie started off in the lead, and set pace for the entire bunch, with Wettergreen tucked under his arm. At the first

turn McDuffie's tire gave out, and he came back. It was a sore disappointment, but he grinned and bore it. Not much farther on Wettergreen fell, but caught the bunch again later. From start to finish the men rode in a very close bunch. At the first turn Bianchi was setting pace, with Butler and Porter near the head of the bunch, and Werner, Heggarty, Wettergreen, and Mugridge in the order named.

Three miles from home Butler had jumped to pace, and Bianchi was at second, with Mugridge and Heggarty at the top, Porter taking Heggarty's pace. At four and three-quarters Butler was still setting all the going, and Wettergreen having recovered from his fall was trying hard to catch the bunch, which had closed up very small.

At six miles Mugridge was setting pace for his team mate, Bianchi, and Heggarty was doing the same for Porter. Williams was doing the donkey work for Butler, while Werner and Wettergreen brought up the rear. In the next half mile Werner asserted himself and jumped to the front, taking the pace and bringing up Williams. This split the bunch up considerably.

#### Butler Was Hanging on

to Mugridge, and Bianchi and Wettergreen rode together.

Butler again took his turn at pacing at the seven-mile mark, with Heggarty, Williams, and Porter riding in a close team bunch. Mugridge, Bianchi, Werner, and Wettergreen brought up the rear, each riding for position.

At the eight-mile mark, Porter was out for the race and worked hard at the head of the procession, closely followed by Wettergreen. Heggarty stuck with his team mate, and behind him came Mugridge, Bianchi, Werner, and Williams. At the turn, the men were in this order: Wettergreen, Heggarty, Williams, Porter, Bianchi, Werner, and Mugridge. Butler was not taken by the checker at this point, but was riding well up in the bunch.

On the way back, Heggarty led at eight miles. Porter and Butler were at the head, fighting now for the best position, and each trying his best to sprint away from the other. Heggarty continued to lose at the seven-mile mark. Butler had succeeded in getting some advantage over Porter. There was no change for the next mile, except that Williams got in between Porter and Butler to pace Porter up and carry him forward to an advantageous position. Wettergreen again made a gallant effort to win out, and took the lead at the three-mile mark, having passed Butler. By this time Porter had obtained a good position at Butler's rear, and nothing could shake the plucky Waltham man off. At the last turn, two miles from home,

#### Porter Had Pulled Away

from the bunch, and from that time till he crossed the tape 3 seconds in the lead, he was never headed.

The finish of the men with their times is here given: First, A. W. Porter, 1:22:42; second, Nat Butler, 1:22:45; third, J. C. Wettergreen, 1:23:43½; fourth, R. M. Mugridge, 1:23:45; fifth, F. M. Heggarty, 1:23:47; sixth, A. F. Werner, 1:24:01; seventh, C. G. Williams, 1:27:25.

According to the new rules of the association the team wins on points, the first man over the tape counting as many points for his team as there are men in the race. This gives the number of points scored as follows: Porter, nine; Butler, eight; Wettergreen, seven; Mugridge, six; Heggarty, five; Werner, four; Williams, three. This gives Cambridgeport first with eighteen points, Waltham second with seventeen points. The team prizes are shields. Bianchi did not finish as he was taken with cramps and had to stop when about ten miles from home.

## THE OLYMPIC'S MAIDEN MEET.

SAN FRANCISCO, CAL., Oct. 2.—The Olympic Club Wheelmen held their initial race meet yesterday on the Reliance oval in Alameda. The meet was not what might be called a success. The track on which the races were run is the worst in the state when at its best, and a heavy rain storm two days before the races made matters worse. The surface is a clay one, and the heavy rains washed down the banks, and made little ruts and holes that could not be effaced. The Olympics overdid themselves in their efforts to have a well-conducted meet, and as a consequence the track officials were somewhat rattled and poor order prevailed.

The club, however, introduced some new features in California racing which were well received by the racing men and the general public. The preliminary heats were run off in the morning, a small admission being charged to witness them. After the finals were run off in the afternoon, the best men in both classes tried to establish new coast records, but the attempts were without result on account of the poorness of the track. There were no less than ten falls. F. Howard Tuttle was the announcer, and filled his position admirably. Since his advent to the coast Mr. Tuttle has given much assistance to race promoters, and when he departs for home tomorrow he will take with him the best wishes of all California wheelmen.

#### Summaries:

One-mile novice.—F. A. McFarland, first; A. P. Swain, second. Time, 2:39½.  
Half-mile scratch, Class B.—Thomas S. Hall, first; Tony Delmas, second. Time, 1:15.  
One-mile handicap, Class A.—J. H. Dieckman, 45 yards, first; C. F. Bates, 30 yards, second. Time, 2:24.  
One-mile handicap, Class B.—Oscar Osen, 85 yards, first; Tony Delmas, 80 yards, second. Time, 2:24½.  
Half-mile scratch, Class A.—George A. Nissen, first; A. N. Jones, second. Time, 1:13½.  
Two-mile handicap, Class B.—W. A. Terrill, 50 yards, first; W. C. Haley, 160 yards, second. Time, 5:04½.  
Half-mile, Class B, invitation.—Charles S. Wells, first; W. A. Terrill, second. Time, 1:14½.  
Quarter-mile dash, Class A, club members.—Frank Fuller, first; S. Bernard, second. Time, :40.



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## ANOTHER LONG DISTANCE RECORD.

**B. W. Twyman, of Louisville, Rides 340 Miles in Twenty-Four Hours, Over a Boulevard—A Meritorious Performance.**

LOUISVILLE, Oct. 6.—Mr. B. W. Twyman rode for 24 hours on the Southern driveway or parkway, starting Tuesday at 6 p. m. and finishing Wednesday at the same time. In that time he covered 340 miles with 1 minute and 30 seconds to spare. He was in good condition at the finish and after being rubbed down and eating a good supper, he expressed himself as being ready to ride more. When he jumped off of his wheel, he showed no signs of the long strain to which he had subjected his system, his step being light and bouyant.



B. W. TWYMAN.

The ride deserves especial mention for several reasons: The first eighty-five miles were made without a stop and during the entire time, he only stopped 2:34:25, one hour and a half of which was for meals. The balance of the stoppage was for the purpose of being rubbed to prevent a cold. The wind was blowing very strong during the entire time and had considerable influence upon the distance that was covered and there is no doubt that 365 or 370 miles would have been covered without it. To show how well he rode, it would be well to say the average for the sixty-eight laps of five miles each is very near 18 minutes. The sixty-fifth lap was made in 14:55 and the balance in 16:40, 17:30, and 18:30 respectively.

After making such a long and meritorious ride, Mr. Twyman is now anxious to know what kind of a record he holds. The course over which he rode is two and a half miles long, on a track surface parkway which is open only to light pleasure vehicles, as several gardeners living on the line of it can testify, after being fined in the courts for driving over it to town. To have an official recognition of the course a statement of its length and character of the surface was sent to the chairman of the road record committee of the Century Road Club, who gives it as his opinion that the course is not a road in accordance with the rules of that organization. It is not a track inasmuch as it is a two and a half mile straightaway drive. Then as it is neither a track nor road, in the common acceptance of the two, what kind of a record can be claimed for it? There was one timer and one checker at each of the two ends of the course, who were on duty during the whole time. The track and road rules both require three timers and three checkers or judges for any records.

Mr. Twyman proposes to hold the record for this course and will ride again whenever his performance is bettered. He has never shown much speed in track races, but has always made a good showing in road races, the best showing being made near the end of the run, as it takes such a long time for him to get himself warmed up. He is about twenty-eight years of age, lives in Louisville and is employed by the Albin Co.

A meeting of the wheelmen interested in the bicycle carnival, to celebrate the completion of the approach to the boulevard, was held last Monday night at one of the cycle agencies. A sufficient amount has been pledged to defray the expenses, and committees were appointed to make all of the arrangements and to decide upon all questions in regard to the music and prizes. The Louisville Legion Bugle Corps has very kindly volunteered its services to lead the procession. The contractors have stated that they will positively finish their work in time to let the date be fixed for the 20th inst., which has been done. The affair will be a bicycle carnival in every way, and as it will be held at night, will include a lantern parade. A large number of floats are being planned, and a large number of ladies are already planning their costumes to be worn.

By visiting Mr. Landenwich today the writer finds that he made a slight error in his account of the meeting between Luscomb and Landenwich. Mr. Luscomb did come to the fence to shake hands with Mr. Landenwich, who had stepped down from the grand stand after seeing that Mr. Luscomb wanted nothing to do with him, which was shown by returning the letter of introduction with the message that he was too busy and he would have to see Mr. Bradstreet. Otherwise, Mr. Landenwich and Mr. Frazier say that the account is correct in every particular, and still contend that all of this took place long before the races had begun.

## ABBOTT AND OLIVER WIN.

CASTALIAN SPRINGS, MISS., Oct. 4.—The three days' race meet which took place on the new quarter-mile track here wound up last night by a grand ball in the grand ball room at the Springs. All the boys were loud in their praise of the track, saying that it is the best track they have ridden on in the south, it is banked according to regulation rules, and has a surface of clay that is very hard but still springy enough.

A. C. Abbott, of New Orleans, made the fastest time in competition during the meet, his mile being 2:32%, which is the record for Tennessee, Mississippi and Louisiana. Oliver, of Memphis, won six firsts and four seconds during the meet. Following are the results:

### First Day.

Half-mile open.—Z. S. Oliver, Memphis, first; W. A. Brown, Jr., Deasonville, second. Time, 1:13%.

Two-mile handicap.—Z. S. Oliver, Memphis, 80 yards, first; L. J. Godberry, New Orleans, 30 yards, second. Time, 5:30%.

One-mile open.—A. C. Abbott, New Orleans, first; W. A. Brown, Deasonville, second. Time, 3:00%.

One-mile lap.—Z. S. Oliver, Memphis, first; L. J. Godberry, New Orleans, second. Time, 2:40%.

### Second Day.

One-mile, 2:50 class.—A. C. Abbott, New Orleans, first; Z. S. Oliver, Memphis, second. Time, 2:37.

Quarter-mile open.—A. C. Abbott, New Orleans, first; L. J. Godberry, New Orleans, second. Time, :36.

Two-mile open.—Z. S. Oliver, Memphis, first; W. A. Brown, Deasonville, second. Time, 5:44.

Half-mile Mississippi championship.—H. M. Pepper, Deasonville, first; W. M. Yaudell, Kosciusko, second. Time, 1:22%.

Five-mile handicap.—W. A. Brown, Deasonville, scratch, first; Z. S. Oliver, Memphis, scratch, second. Time, 14:59.

### Third day.

One-mile, 2:40 class.—A. C. Abbott, New Orleans, first; Z. S. Oliver, Memphis, second. Time, 3:32%.

Quarter-mile, Mississippi championship.—W. M. Yaudell, first; H. M. Pepper, Deasonville, second. Time, :37%.

Third-mile open.—Z. S. Oliver, Memphis, first; A. C. Abbott, New Orleans, second. Time, :47.

One-mile handicap.—W. A. Brown, Deasonville, scratch, first; Z. S. Oliver, Memphis, scratch, second. Time, 2:38.

Ten-mile open.—Z. S. Oliver, Memphis, first; W. A. Brown, Jr., Deasonville, second. Time, 29:43%.

## HOT CAMPAIGN IN MARYLAND.

BALTIMORE, MD., Oct. 8.—The election for chief consul of Maryland is exciting more interest than any political event among the wheelmen for years. When Mr. Mott was chief consul there was never any excitement, as he was sure to be unanimously returned. Now that Mr. Mott is supposed to be out of it the contest is indeed becoming heated. Although the nomination is but two weeks off, no one is yet in sight for the position. Mr. Mott says he does not want the job and will not accept it. The present chief consul, J. B. Reed, is in bad health and can not accept another term. Those most prominently spoken of for the office are: John T. Brooks, Rufus W. Applegarth, A. C. Willison, Dr. Harry B. Gwynn, B. Frank Mulliken, and William B. Oliver, and each and every one, except Dr. Gwynn, refuses the nomination. Dr. Gwynn accepts, but it is doubtful if he can get it because of his comparative ignorance of League matters and lack of experience. If the convention rushes to Mott and makes an appeal to him to serve, he might be prevailed upon to accept. Secretary-treasurer William J. Unverzagt will again be unanimously re-elected if the fact of his connection with the trade does not interfere. He is most efficient and painstaking in the position; has held it several terms, and is thoroughly acquainted with its duties. He has also been

### Spoken of for Chief Consul.

but his trade connections bar him from that office.

The biggest fuss that ever occurred in Maryland cycling circles was when Chief Consul J. B. Reed literally interpreted Chairman Raymond's letter of instructions for the governance of race meets, and kept everybody off the track except the officials. The dealers were especially sore, and swore that they would never support another race meet given there. When the Maryland club was gathering up its prizes it promised that the dealers should have track privileges, Mr. Raymond notwithstanding. On top of this it was announced that Mr. Raymond would referee the meet. It seemed quite incompatible that Mr. Raymond could be chief officer at a meet at which his strict rulings were openly violated, and many watched this phase of the races with great interest. Mr. Raymond was not present, and the dealers and others were on the track, freely mixing with the officials on all parts of the grounds. They were tagged with press badges, but the

### Badges Were, of Course, a Burlesque,

as all knew that the well-known trade men had nothing to do with the press.

The division officers have held a special meeting with the Baltimore club to talk over measures to save the park track from the destruction now threatening. The race attendance and other support have been abominable and the promoters are doubtlessly discouraged. Secretary Unverzagt and Zimmerman, from the Maryland club, have been appointed a committee to devise means of saving the fine track from being ploughed up. It is suggested that the place be offered to a brewer to run as a park and for the advertisement. Brewing interests have given Baltimore a champion baseball team, and it is hoped that cycling may likewise be benefited by the same capital. By the terms of the lease this probably can not be done, which makes the outlook yet darker.

## UTAH RECORDS BROKEN.

SALT LAKE, UTAH, Oct. 8.—Lon Hyde, a novice, today broke all Utah records from six to ten miles, inclusive, putting the figures for the latter distance at 28:20%. Hyde is a new rider who has only trained about ten days. His resemblance to the speedy Asbury Park rider has earned for him the name of Maddox among the racing men. He rides a Sterling and will ride on the Salt Lake Cycle Co. team next season.

F. C. McCall, of Denver, holds the record for a one-mile novice race, doing 2:15 recently.



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**LAST YEAR'S OUT-PUT WILL BE  
MULTIPLIED MANY TIMES.**

The army of riders  
of the.....

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will reap the benefit.

Manufacturers,  
**SYRACUSE CYCLE CO.**  
Syracuse, N. Y., U. S. A.

Western Agents,  
**A. F. Shapleigh Hdw. Co.**  
St. Louis, Mo.



## TRIED TO "FIRE" ZIM.

**A Policeman Wants to Put the "Skeeter" Out of the Grounds at Lyons—The Americans Run One, Two, as Usual.**

LYONS, FRANCE, Sept. 23.—Zimmerman first, Wheeler second, was the result of the races at the Velodrome de Lyons this afternoon. This is the home of Lambrecht, and Lambrecht is a good rider—good enough to best Edwards twice in a day not long ago. But Lambrecht couldn't beat Zim. The track is situated way to the east of central Lyons and, after a trip out there one is inclined to think it is about "four miles from town." When the track was reached this afternoon the gate through which Zim had been accustomed to pass during the three out of four days of training was locked. Zim knew of no other gate and the "copper" who guarded the locality declined to allow him to pass. Wheeler said in the best French he knew that it was Mr. Zimmerman who would like to get in, but Mr. Policeman replied "Ce ne faire rien" (That makes no difference). They would have to go to some other gate. By this time the "Skeeter" was getting his ginger up. The policeman consented to go inside and ask about it. He unlocked the gate and told the Zimmerman party to wait outside. But the Zimmerman party didn't wait. The man of legs kicked the gate open and strode

up that way." (Zim had half his head out of the cabin door and was grinning like all out doors.)

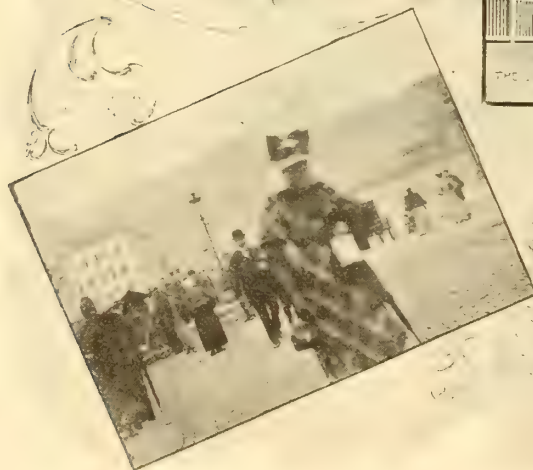
But Harry

**Didn't See Those Ten Francs Again.**

The management had advertised Zimmerman, Wheeler, Banker, Harris, Edwards and the best Italian riders. Banker is in Italy, Edwards and Harris are at Toulouse and, as far as is to be learned, neither of these ever signified any intentions of coming to Lyons. It was said that Barden was going down from Paris with the express purpose of beating Zimmerman, but he failed to appear.

The people turned out in good numbers to see the races, there being perhaps six thousand distributed around the circumference of the half kilometer track. The "Ladies of Lyons" were a host. Manager Troy was as busy as a bee looking after the gate receipts and was several times on the point of sending Rue up the hill which overlooked the track to chase away the deadheads who were watching the racing without paying. The track is of cement, but very rough. The vibration is such that Zim says he can scarcely get up a sprint.

In his heat Zim won by as narrow a margin as was safe. Wheeler let his heat go to Lambrecht, who made a fine sprint on the homestretch and



in, delivering himself of some choice remarks regarding the officer of the law.

The policeman made a dive for Zim and was going to put him out. The people inside took in the situation and began to enjoy the fun. "Jersey" was swinging along toward the dressing-rooms and the policeman was bobbing up and down beside him shouting French in his ears.

**But He Didn't Put Zim Out.**

There is not a particle of doubt but that the policeman would have had a tough job on his hands had he taken hold of Arthur Augustus. He abandoned the effort of trying to make Zim retrace his steps, and the excitement soon passed away.

But there was more trouble. This time it was for Wheeler. A bullet-headed, red-faced young man, connected in some way with the management, came running after Wheeler and collected 10 francs for entrance fees. The "Cash Prize King" was wrathful—oh, he really was furious. "Here they go to work and advertise me even before they know I am coming. Then when I get here they tell me I must enter or else I can't ride. Now they slug me for 10 francs. Where's that bloomin' manager, or boss, or whatever he is." Oh, gosh, how I wish I could talk good French! I'd blow somebody up to beat the band! That's what I call an Irish trick, and right here in France, too. First time since comin' over here that I've been held

**Delighted His Townsmen Immensely.**

Wheeler, however, qualified by being second. The final (5 kilometers or 3 1-10 miles) contained Zimmerman, Wheeler, Lambrecht, Michelet, Gibert, and Kubler, the last named being the rider who finished third at Geneva. On the tenth and last lap Michelet cut the pace at a great rate and Zim followed. Rue was impelled to say, "Look at them legs o' Zims," and surely "them legs" were moving, because the leader's gear was higher than his. Nearing the turn Wheeler shouted, "Get a skate on you now, Grinder!" and the next moment two blue shirts sailed out in front. They came in single file down the homestretch and the third man was about a dozen lengths away when the timers snapped their watches on Zim. Wheeler was about a length and a half behind Zim.

The bouquets that had been concealed in the judges' stand were brought out, and to the hand-clapping and shouts of "Bravo! Bravo!" Arthur and Harold rode around the ring with the posies on their handle-bars.

**The "Girl on Our Floor at the Hotel"**

was chuck full of joy, the judges gave warm palms to the two Americans, the small boys on the high stone fence yelled just as loudly as the boys of any other country can yell, and the race was pronounced a success. It was currently understood that the flowers were for Lambrecht—that is, he was to get them after he had beaten Zimmerman, but Lambrecht was run out



on the last lap, and he finished fifth. The order of finish was, Zimmerman, Wheeler (spelled "Wehler" on the programme), Kubler, Gibert, Lambrecht, and Michelet. Later Zimmerman tried a *tour de piste* (lap of the track) and accomplished it in the good time of :36 $\frac{1}{4}$  for the 547 yards. Wheeler paced him half way.

Of Wheeler, the programme said, "Wehler, the king of the professionals in America, will try again today to dispute victory with his illustrious compatriot. But little older than the latter [?], of a physique very similar, he is also born of American parents who launched him into the sport at an early hour. These two celebrated champions form a tandem *equipe* absolutely invincible. [They never rode tandem together in their lives.] We are permitted today to see them measure lengths with our champion Lambrecht."

And of Zim: "Born in 1869 of American parents he has followed the business of

#### "A Broker in Diamonds.

Blond, eyes blue, visage always smiling, he easily gains the favor of the public. He is accompanied everywhere by his negro, Rue, who has absolute charge of his person. He has come into possession, through his winnings, of an incalculable number of pianos, horses, wagons, objects of art, etc. In 1893 he defeated the professional Wehler, with whom he will measure himself again today."

Will Zimmerman continue to ride next year the machine on which he has been mounted since his descent from the high wheel? It is "money to marbles," that he will not. Does Zim love Manager Bowden and does Manager Bowden love Zim? Does not Manager Bowden love Zim's records far better than he loves Zim? Is it not a fact that when Manager Bowden wants to hear from Zim or Manager Troy he writes not to them but to "Charley" Bruel, the Paris' agent, because "they will not answer his letters?"

Wheeler was the victim of a "joke" in the early part of the present season—just after he came abroad. Mr. Bowden took Harry on a pleasure trip through France, Italy, and Switzerland, to introduce rider and wheel, for Harry

#### Was Soon To Commence Racing.

Harry had a fine time, visiting the agents and the wheelmen, and viewing the scenery, but in a subsequent statement from wheel headquarters he found the expense of his fares and hotel bills deducted from his salary. He has tried to console himself on the fact that Bowden took him around second class instead of first class. It also comes to mind in this connection that the diamonds which Manager Bowden presented to Zim last year as the latter was about to return to America without having secured the license to ride in England, bobbed up some time later in the accounts to the tune of £77. But Zim thought he had enough diamonds, and preferring the equivalent in \$385, he returned the diamonds to his friend Mr. Bowden. The half has never been told.

The Linton incident has been the chief topic in Paris for the past week. Linton rode a Whitworth machine and Palmer tires, the contract recently expiring. They wanted him to sign again, and as an inducement agreed to give him a bonus of 2,000 francs. "Let's see the color of the 2,000 francs," said Linton. Certainly, they would let him have the amount right in his hands. Linton pocketed the 2,000 francs, gave a plain receipt for it and walked out. He has engaged for another machine and other tires, and the Whitworth-Palmer combination can whistle. Linton comes in for an amount of condemnation but there is a disposition on the part of a great many to believe his statement that the amount was due him in some shape. At present Linton is on top.

J. M. ERWIN.

#### TAXIS AND MADDOX SPLIT EVEN.

MOUNT HOLLY, N. J., Oct. 5.—The half-mile track at the fair grounds has been the Mecca of all the fast riders of this section of country during the past week and the bicycle races proved to be one of the best attractions of the fair. The first races occurred on Tuesday, when fully five thousand persons assembled in the grand stand to witness the sport. They manifested more enthusiasm than has ever been seen at a horse race and the latter portion of the programme fell flat when compared to the contests between the pedal pushers.

The first race decided was the one-mile novice, which brought out a good field of starters. W. T. Stewart won after an exciting finish. In this event the only accident occurred. Dick and Adams, two of the contestants, collided, and the latter was badly used up. Three heats were required to decide the two-mile handicap. Charley Church, of Chester, was virtual scratch man and he won the final heat in grand style.

A much larger crowd was in attendance when the first race was started on Wednesday, the one-mile handicap for Burlington County, N. J., riders, which was won by F. S. Garbarino. The feature of the day's programme was the fine riding of Church, of Chester, who again demonstrated his ability by winning the mile open, Class A, and running third in the half mile. The finish of the former race was the best of the week. There were three heats. In the final heat seven men started, three of whom fell before riding forty yards. Another man followed their example, and was left behind after half of the distance had been covered, leaving but three men to finish. Church led by a very short distance with McCurdy and Elliott in his rear. When near the tape the two latter riders made a fine spurt, but Church was too much for them and won. Elliott and McCurdy crossed the tape together in a dead heat, and on the toss Elliott was given second prize and McCurdy third.

The meet was to have been brought to a close yesterday, but a heavy

rain on the previous night placed the track in a very unridable condition, causing a postponement. The three events, which were for Class B riders only, were decided today. The track was still in bad shape, and the time made was very good, considering. Taxis had everything his own way in the half-mile open, but in the mile he was beaten at the tape by Maddox, and got second place. Taxis was scratch man in the five-mile handicap, while the other men were allotted big handicaps, Ganse having 425 yards. The latter won without much exertion, with Maddox second. Taxis rode four miles and concluding that he could not possibly win dropped out. The summaries:

#### Tuesday.

One-mile novice.—Walter T. Stewart, first; C. E. Martin, second; Frank S. Garbarino, third; B. F. Stidpole, fourth. Time, 2:38.

Two-mile handicap.—Charles A. Church, Chester, Pa., 70 yards, first; Carroll B. Jack, 40 yards, second; Clarence A. Elliott, Wilmington, Del., 95 yards, third; Raymond E. Adams, 200 yards, fourth. Time, 4:58.

#### Wednesday.

One-mile handicap for Burlington County riders.—F. S. Garbarino, 60 yards, first; Charles B. Brooksbank, 60 yards, second; W. T. Stewart, 70 yards, third; F. S. Chambers, 50 yards, fourth. Time, 2:31 $\frac{1}{2}$ .

Half-mile open, Class A.—J. H. Harrison, Asbury Park, first; C. B. Jack, Wilmington, second; C. A. Church, Chester, third. Time, 1:08 $\frac{1}{2}$ .

One-mile open, Class A.—Charles A. Church, Chester, first; C. A. Elliott, Wilmington, second; R. P. McCurdy, third. Time, 2:33 $\frac{1}{2}$ .

#### Friday.

Half-mile open.—W. W. Taxis, first; H. H. Maddox, second; C. E. Ganse, third. Time, 1:19 $\frac{1}{2}$ .

One-mile open.—H. H. Maddox, first; W. W. Taxis, second; C. E. Ganse, third. Time, 2:40 $\frac{1}{2}$ .

Five-mile handicap.—C. E. Ganse, 425 yards, first; H. H. Maddox, second. Time, 13:10 $\frac{1}{2}$ .

#### ZIEGLER BEATS A HORSE.

SAN JOSE, Cal., Sept. 28.—The modern bicycle, with a fast man in the saddle, has again shown its superiority over the horse as a means of speedy locomotion.

On Wednesday, of this week, Otto Ziegler, Jr., went against M. M. Wood (one of the best pacers on the coast, having a record of 2:07 $\frac{1}{4}$ ) for a half mile and beat him easily in the fast time of 1 minute, and yesterday again defeated the horse in a mile race in the slow time of 2:14 $\frac{1}{2}$ , against the pacer's time of 2:23 $\frac{1}{4}$ . The races were held under the auspices of the San Jose Trotting Association. A beautiful gold medal was hung up for Ziegler to win, and a substantial purse was up for the horse to beat Ziegler.

The track was in perfect condition for horse-racing, but was far too soft for the small tires on the wheel that Ziegler used, and this condition of the track somewhat retarded him, though his time of 1 minute for a half is not to be laughed at. He did not have to ride fast on Friday to win, having almost distanced the horse in the first half. Ziegler had a running horse, drawing a sulky with a wind-break, as a pacemaker in the half-mile race, but in the mile race went the first half alone.

Pools were sold on the event, the odds being \$20 to \$8 in favor of the little demon. The fact that pools were sold on the race is worrying Ziegler's friends, and pleases some of his jealous rivals, for in it they see, or think they see, a transgression of League rules.

THE BEARINGS' correspondent has interviewed quite a number of men well up in things cycling, and the general opinion seems to be that Ziegler will be all right in the eyes of the proper officials. The opinions of these gentlemen somewhat appeases Ziegler's friends and disconcerts his enemies' but the action of the Racing Board is awaited with interest.

It is to be hoped that their decision will favor Ziegler, as he has always been a clean, honest rider, and as he says, "I knew nothing about the pool-selling, and had no intention of violating the League rules, having ridden in good faith after having applied for and received a sanction to go against the horse."

#### Record-Breaker Searle Explains.

EDITOR THE BEARINGS: In your issue of September 28 I notice the report which has been circulated by some of the Erie riders, evidently through a mistake on their part, regarding the pacemaking of the Cleveland wheelmen, especially that of Messrs. Haskins and Simmons.

I wish to say that I have no reason to complain of the hot pacers sent by the Cleveland boys. It is true that they rode circles all around me from Chicago to Painesville, and I shall always remember that ride as the fastest part of my trip between Chicago and New York. I had some local pacemakers between Painesville and Erie, and owing to the heavy wind, the pace was necessarily slow and the pacemakers became tired because they were pacing against a heavy wind, thus delaying me somewhat. This is where the Erie boys obtained the idea that they were the Cleveland men, which is not true.

Yours very truly,

R. P. SEARLE.

H. Davidson, at Waltham, Mass., on September 28, made new records for the quarter-mile flying start in :26 $\frac{1}{2}$ ; one-third mile flying start, :36 $\frac{1}{2}$ ; one-third mile standing start in :41. On the 29th he made an unpaced mile record, flying start, in 2:14 $\frac{1}{2}$ , and half-mile flying start against time in :55 $\frac{1}{2}$ . All are Class A world's records, and were all made on Morgan & Wright tires.

On September 28, at Waltham, Mass., Johnny Johnson broke the world's record for the mile flying start against time in 1:50 $\frac{1}{2}$ . He rode Morgan & Wright tires.



MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

29

# WORLD'S RECORDS!

ALL ON MORGAN & WRIGHT TIRES.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

1—J. S. JOHNSON'S MILE ON A STEARNS FITTED WITH MORGAN & WRIGHT TIRES IN  
1:50 3-5 WAS THE FASTEST MILE EVER RIDDEN ON A BICYCLE.

2—H. C. TYLER on a Union fitted with M. & W. tires	. . . 1	mile standing start against time	1:57 3-5
3—H. C. TYLER	. . . 1	" on 4 lap track paced	2:03 1-5
4—NAT BUTLER on a Lovell Diamond fitted with M. & W. tires	. . . 2	" standing start against time	4:04 4-5
5—J. S. JOHNSON on a Stearns fitted with M. & W. tires	. . . 3	" " "	6:26 3-5
6—J. S. JOHNSON	. . . 4	" " "	8:38 3-5
7—J. S. JOHNSON	. . . 5	" " "	10:48 4-5
8—H. C. TYLER on a Union fitted with M. & W. tires	. . . 1-4	" flying start unpaced	:26 3-5
9—H. C. TYLER	. . . 1-2	" " "	:54 1-5
10—J. S. JOHNSON on a Stearns fitted with M. & W. tires	. . . 1-2	" " against time	:53 1-5
11—J. S. JOHNSON	. . . 2-3	" " "	1:11 4-5
12—H. C. TYLER on a Union fitted with M. & W. tires	. . . 2-3	" standing start	1:19 1-5
13—J. S. JOHNSON on a Stearns fitted with M. & W. tires	. . . 3-4	" flying start	1:22 4-5
14—H. C. TYLER on a Union fitted with M. & W. tires	. . . 3-4	" standing start	1:29
15—H. C. TYLER	. . . 3-4	" flying start unpaced	1:32 2-5
16—NAT BUTLER "A," on a Lovell Diamond fitted with M. & W. tires	1 1-4	" standing start against time	2:36
17—NAT BUTLER	1 1-3	" " "	2:45 2-5
18—NAT BUTLER	1 1-2	" " "	3:05 2-5
19—NAT BUTLER	1 2-3	" " "	3:26 2-5
20—NAT BUTLER	1 3-4	" " "	3:36 4-5
21—NAT BUTLER	2	" " "	4:07 2-5
22—H. DAVIDSON " on a Brantford fitted with M. & W. tires	. . . 1-4	" standing start unpaced	:28 1-5
23—H. DAVIDSON	. . . 1-4	" flying start against time	:26 4-5
24—H. DAVIDSON	. . . 1-3	" " "	:36 2-5
25—H. DAVIDSON	. . . 1-3	" standing start paced	:41
26—H. DAVIDSON	. . . 1-2	" standing start against time	1:00 2-5
27—H. DAVIDSON	. . . 1-2	" flying start against time	:55 3-5
28—H. DAVIDSON	. . . 1	" flying start unpaced	2:14 2-5
29—NAT BUTLER on a Lovell Diamond fitted with M. & W. tires	. 15	" on the road	41:25 1-2

At Louisville, Ky., B. W. Twyman, on an Albin Special fitted with M. & W. tires, broke the American record for 24 hours on the road, going 340 miles in this time.

MORGAN & WRIGHT,  
CHICAGO.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES



## NEW YORK POLITICS.

**Raymond Writes a Sharp Letter in Reply to the Charges of the Santee Party—Bidwell Clears Potter.**

Chairman Howard E. Raymond has written the following open letter to the members of the New York division:

"I court your attention to a subject which most unhappily refers to my relations to my fellow League members in the state of New York, and which, in a wider and more important sense, affects the interests of the division itself.

"For some weeks a contest has been pending for the election of the New York division officers. The nomination of Messrs. Potter, Underhill, and Bull in July last gave us a ticket of gentlemen whose records and abilities are of the highest order, but anticipating the probable candidacy of Mr. Luscomb for the chief consulship, I placed myself on neutral ground, and, notwithstanding my close friendship for Mr. Potter, and my intimate knowledge of his great work and worth to the division, I wrote Mr. Luscomb on July 30, and stated to him that, as between him and Mr. Potter, I should take no active part in the canvass.

"When the opposing ticket was finally put in the field by Mr. Luscomb, and with it the announcement that he himself was not a candidate, I again wrote him stating that I then felt free to indorse Mr. Potter's candidacy and to urge the election of the Potter ticket.

"From that time to the present I have given such time as I could spare from the exacting work of the Racing Board to the aid of the Potter, Underhill, and Bull canvass. I have done this with an eye single to the interests of the division, believing, as I now believe, that the election of these gentlemen will bring honor and success to our division work.

"I have always treated the opposing candidates with courtesy and consideration, avoiding harsh criticism or reference, and aiming to keep alive a fraternal feeling among all the members who take part in what ought to be a friendly contest.

"I have held the belief that abuse is not argument, that the man who obtains office by falsehood, deceit and misrepresentation is a receiver of stolen goods, and in the many letters that have been sent out in favor of Mr. Potter's candidacy, I have yet to see one that has made a disrespectful reference to his adversary.

"In what manner have we been met by the Santee candidates? From friends in the distant counties come letters written by Dr. Santee, bearing dates from the earliest hour of his efforts for the nomination, down to the present time, containing covert attacks upon the motives, the record and the integrity of Mr. Potter—letters that should shame the candidacy of a ward politician, and scurrilous almost to blackguardism.

"But a candidate must be all-enduring, and though these letters have been sent privately and apparently in large numbers, they have been patiently ignored.

"But with me patience has now ceased to be a virtue. I am not a candidate for office, and I am unwilling to bear the abuse that comes of a candidate's frenzy. Today a letter written by Doctor Santee has been placed before me, in which the writer refers to Mr. Potter and his New York supporters as a 'gang,' and plainly imputes to me an improper, not to say mercenary, motive in my work for the Potter ticket. It is a letter which no condition or explanation can excuse, and if inspired by the 'fear of the unattached vote,' of which Doctor Santee speaks in the same letter, I can only say that to ordinary mortals the sacrifice of honor and decency which this letter shows would seem too great a price for the fleeting honors of a division consulship.

"To state the case briefly, the Santee canvass has now reached the point in the sliding scale of Santee political ethics, where the character of his honorable opponents and of his opponents' friends are not safe from his secret and relentless attacks.

"For myself I resent this treatment, and for the honest men of our division I stamp it as evidence that an unfit candidate is abroad in our state, trying by importunity, misrepresentation and abuse of his brother wheelmen to sustain a cause which can not stand by its own strength.

"No one more than I can regret the occurrences which have compelled me to write this letter. I have in all things been fair and above board in my treatment of all League members with whom I have come in contact, and Dr. Santee has been one of them; but I leave it to you all to say whether my friendly aid of a candidate, whose work and record has stood the test of long years in the service of the League, should be rewarded by a covert and contemptible attack, and whether the candidacy of Dr. Santee has or should be advanced by such methods.

"The eleventh hour of the canvass is now at hand and having no means of knowing to what or to how many persons these ill-advised letters have been sent I have no other way to reach my friends in the New York division than by this open letter.

"Fraternally,  
"H. E. RAYMOND."

**Potter Sustained by Bidwell**

To belittle Mr. Potter's work in securing the passage of the "Liberty bill" in New York state, the Santee supporters are said to be circulating the statement that Mr. Potter received \$700 in cash for his services in connection with that measure. Upon investigation the following facts were discovered: (1) That Mr. Potter never received a dollar for his services in connection with the "Liberty bill." (2) That in December, 1886, the law firm of Potter & Potter, of which he was a member, was retained by Chief

Consul Bidwell to secure and protect wheelmen's rights in New York state; that these services extended over a period of seven months and involved much labor in addition to the passage of the "Liberty bill," of which Mr. Potter had charge; that a bill of \$1,000 was afterward made out against the division; that Mr. Potter and his partner differed about the policy of presenting this bill and that Mr. Potter finally cut the bill in two, waiving his claim to any interest in the amount, and that the remaining \$500 was paid by subscriptions outside of the division treasury, and that no money whatever was paid by the division for services in connection with that bill. (3) That the entire cost to the division for Mr. Potter's disbursements in connection with that bill was about \$200, as is shown by the secretary's report for 1887, which contains no mention of any payment for services. These facts have called out the following letter from George R. Bidwell, who was chief consul at that time:

TO THE MEMBERS OF THE NEW YORK DIVISION, LEAGUE OF AMERICAN WHEELMEN:

A circular has been sent out among members of the New York division declaring that Isaac B. Potter was paid the sum of \$700 for his services in drafting and securing the passage of the "Liberty bill." I desire to emphatically contradict this statement. I was chief consul at the time when Mr. Potter did this work, and during several years of his work for the division, and take pleasure in certifying that Mr. Potter never received from the New York division a single penny for any services rendered, either in behalf of the "Liberty bill" or for any other work whatever during my term of office. I have never heard that he received a single dollar of compensation from the New York division for any services performed at any time, and do not believe he ever did. Fraternalty yours,

(Signed) GEORGE R. BIDWELL.

### Miss Londonderry Ready to Start.

Miss Annie Londonderry, who left Boston June 25 to make the circuit of the world on a bicycle and arrived in Chicago September 24, will continue her journey, starting from the Columbus Fountain at the south end of the City Hall, Chicago, on Sunday morning at 10 o'clock prompt, unless the inclemency of the weather should prevent. A large number of the lady cyclists in Chicago have signified their intention of escorting Miss Londonderry as far as Pullman, and it is anticipated that fully a hundred cyclists of both sexes will be on hand to give her a good "send-off." Miss Londonderry's route will take her back east again via Cleveland, Buffalo, Rochester, and Albany to New York, whence she expects to sail for France about November 15. She will wheel from Bordeaux southward through Italy and Greece and on to Constantinople, thence by steamer to Bombay, riding across India to Calcutta, by steamer to Japan, riding through that country, taking steamer to San Francisco, where she expects to land about the middle of May, giving her the advantage of an eastward journey across the United States at the most desirable time of the year. She expects to reach Chicago about August, 1895, and to finish her journey at Boston well inside the sixteen months given her in which to make the trip. Miss Londonderry goes entirely alone. Her mount is a twenty-pound wooden rim Sterling, enameled pure white with gilt trimmings, and is as beautiful a work of art as was ever turned out from any bicycle factory in the world.

Bald's records for half mile and mile in competition show the Columbia single-tube tire to be the fastest tire in use. It has long been known as the safest, and now manufacturers are hastening to adopt such modifications of this type as they can. This is but another illustration that the Pope Mfg. Co.'s experts know what they are about when they declare a thing to be the best by adopting it.

In the Woodbury Wheelmen's twenty-five-mile road race, September 28, F. M. Dampman won time prize and fourth position, although handicapped 9 minutes, on the Sylph, manufactured by Rouse, Hazard & Co., Peoria, Ill. Time, 1:19:14. On the same day Captain Rumford won the five-mile Chester road race in the fast time of 11:52 on a Sylph.



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No such reliable goods at anywhere near the prices have ever been offered. Dealers can meet any competition in the U. S. at the present time with these goods.

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 26-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	60
'93 Ladies' Regis, weight, 32 lbs. Highest grade	150.	75
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	75

**Liberal Discounts from these prices.** Send for Special Bargain List and Discounts. Buy a sample machine, it will not cost you much, and you will be convinced these cycles offer the best value on the market today and are ready sellers.

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MENTION THE BEARINGS.



## NEW YORK NEWS NOTES.

### Fred Titus Ill With Typhoid Fever—A. H. Overman's New Idea—Other Metropolitan Happenings.

NEW YORK, Oct. 9.—F. J. Titus' physician has stated that it would be absolutely impossible for the racing man to leave his room for at least two weeks. Titus is believed to have passed the worst of his sickness, which is a very bad form of typhoid-malarial fever, yet he is not free from all danger. Titus is extremely anxious to accompany W. B. Young, his trainer, on a hunting trip to Eustis, Me., where the latter goes in about one week for a month's sojourn.

Last Saturday a number of the members of the Long Island Wheelmen left the city for Newburg, N. Y., on their annual tour. There were about thirty all told in the party, and as the distance is sixty-eight miles each way, it is more than likely that an enjoyable time was had. Among those who went were, Chas. H. Luscomb, Frank P. Share, E. T. Beecher, C. M. Nichols, F. Bogart, W. Boger, and J. G. Peodela.

At last a course has been found where the mile record can be pulled down to 1:45 or thereabouts. It is at Monmouth Park, N. J., and is the identical course over which Salvator ran his memorable 1:35½ some three or four years ago. The course is a straightaway one, and electric bells connect the timers' stand at the finish with the starting point, away off in the woods. This track is not in use now, nor has it been at any time this year, excepting by the horses that have been quartered there. It is situated just fifty-two miles from Gotham, and if ever a record seeker could catch a day with the wind at his back and the proper pacing, there is no reason on earth why the time can not be lowered to away below 1:45. It is understood that T. W. Eck is after this course for Johnson to make his final attempts on this fall, and if he succeeds in negotiating for it, it will indeed be a fortunate move, for the man who gets possession of that mile straightaway will surely be able to retire at the end of the year as holder of the mile record, both paced and unpaced.

Next spring there will be a model cycling academy opened at One Hundred and Seventh street and Eighth avenue which will prove a decided innovation to Gotham. Capitalists are now organizing a stock company and arranging details of the scheme, which is to be as follows: The size of the ground will be large enough to allow of a seven-lap track of asphalt, inside of which will be a large area of space devoted to the riding school, where pupils may be taught to ride. The track will be banked to a sufficient height and will be used by those who wish to speed during the racing season or the winter months. Racing will be a feature during the winter. All conveniences will be placed in the building and the stock company will be capitalized at \$10,000. A charge for admission will be made at all times, the amount being larger or smaller according to the attractions. The promoters of the scheme are not as yet ready to divulge their names, but the affair is an assured thing and will shortly be placed under way.

F. W. Ainsworth, of H. A. Lozier & Co.'s eastern house, left here for a two weeks' absence last Friday. He will spend the greater portion of the time in Cleveland at the factory, arranging details for next year's output. During the intervening time "Pantata," the monkey, will reign supreme in the Broadway office, having taken full possession of Mr. Ainsworth's desk, where he sits quietly all day long, thoughtfully chewing the contents of the absentee's pigeon-holes. Recently Mr. Monkey was seen to closely observe a BEARINGS' man pasting a BEARINGS' sticker on a convenient space near Ainsworth's desk. After leaving the store, the B—M—discovered the loss of nearly all his pasters, from out of his side coat pocket. Two days later a visit to Ainsworth's stronghold was made and a most surprising condition of affairs found. "Pantata" had stolen the stickers and simply covered every thing in sight with the green scraps of paper. And now H. A. Lozier & Co., according to Sam Harms, will render a bill for advertising the paper.

If ever a man deserved credit for successfully promoting and managing a road race, or any other kind of a contest, that man's name is William H. Roberts, who ran the *Citizens* ten-mile road race last Wednesday in Brooklyn. Out of 117 entries there were ninety-one starters and eighty-four, finishers. This is an excellent percentage for any race, and can be attributed to "Billy's" personal popularity. Roberts had prepared a swell luncheon for the officials and reporters present, to be served after the race, and Charley Schwalbach had donated two dozen bottles of Pierre Jonet, which were to be opened in due season. Like many other things the "opening" occurred prematurely, owing to an attack on the wagon which carried the load, by a party of patrol judges who were located on the turn, two and a half miles away from the starting point. It did not take long to transfer the "load" from the wagon to the patrol judges, and when Charley Schwalbach discovered the loss he nearly fell in a fit. The driver of the wagon came very nearly losing his position, but finally explained that he thought it was all right when the patrol judges stopped him and relieved him of the wine. A rumor is afloat that the "gang" was led by "Andy" Murphy, a brother of the Class B men.

Andrew J. Cahill, better known as the "Wild Irishman" among his many friends in cycledom, told an excellent story on himself the other day, which stands repeating. It occurred a short time after Cahill's arrival in this country, and he, like every other native of the green isle, was somewhat

#### Shy in Admitting His Ignorance

on the different distances between cities in the United States. He knew that New York city, and Jersey City were less than one hundred miles apart, but

was not sure of the exact distance, supposing it to be about the same as that between Kilkenny and Limerick, Ireland, so arriving in Jersey City from Chicago, enroute to the metropolis, he walked across the street to Taylor's Hotel, where he ordered his lunch. While eating, Cahill, in all sincerity inquired of the waiter, what time the next boat for New York city left. The waiter sized him up and seeing him in earnest, replied in an equally dignified tone, "About half past four, sir."

Cahill noticed the smile which passed over the faces of those within hearing distance, and wondered if anything was wrong with his wearing apparel. Presently another waiter came in, looked at Cahill and snickered. Then two more did likewise and the "Irishman" began to think. When his dinner was finished and he had walked up to the desk to pay his check he remarked to the cashier, "O'll be afther thankin ye soir, if yez'ell call me in toime fer the hoilf past fair boat. Oi think O'll go to me room an' toike a nap." So saying, and having gotten the promise of the clerk to call him in time, he registered for a room to which he retired for a nap.

At 4:15 he was called, and after paying his bill he walked to the ferry house, about one hundred yards from the hotel and inquired from an officer standing by if the 4:30 boat for New York had gone yet. He was told that it had not, at which he purchased his ticket and went aboard, wondering at the same time at the cheapness of the fare for such a long trip. He reached New York without mishap being thoroughly surprised at the short distance to be traveled. It was fully six months later before Cahill learned that the boats, running between Jersey City and Gotham, ran every 10 minutes.

When the Coney Island wheelway fund first started to raise \$3,500 toward the necessary amount

#### To Complete The Path,

Alexander Schwalbach, the public-spirited and generous manager of "Liberty Hall" in Brooklyn, pledged himself to contribute \$350. Of that amount he has handed in \$290. Recently, in his attempt to swell the worthy fund, he had 500 circulars printed, dwelling on the good cause, etc., which he mailed, one to every man that he had ever patronized in a business way, during the past twenty years. This incurred a total expense of \$14, which came out of his own pocket. Judge his disgust, when ten days had passed and but four out of 500 persons had sent any contribution.

Will the time ever come when race meets are run with as much preciseness as horse races? Probably every reader of THE BEARINGS has at one time or another visited a race track where horse races are being conducted unless the exception be the reverend gentlemen of the gospel who ride wheels and read cycling papers. Take, for instance, American Derby Day in Chicago, at Washington Park, or the suburban handicap at Sheepshead Bay course, Coney Island. While the race is in progress there is positively not a soul on the track, aside from the jockeys. The judges, timers, starter, and various assistants, are in their places, which is *not* on the track.

In bicycle races, when all is in readiness, even the clerk of the course should leave the track, leaving the starter of the race, and the attendants of the riders alone there. At the pistol shot the attendants should leave the track. Who ever saw Starter Caldwell at the horse races remain in the "starter's box" after his duty was done? He simply disappears from view, yet every jump of the horses is seen by him. And how pretty a course looks with nothing on it except the

#### Struggling Mass of Horses and Riders.

Suppose some progressive race-meet promoters give this thing due study for next season, and let 1894 mark the closing of a custom which, aside from being disgusting, is decidedly dangerous.

The latest idea of what combined action on the part of cyclists can do is suggested by the New York *Recorder* of recent issue, and is a proposition that a cycle path be built, connecting this city with Chicago. The thing seems feasible, but like every thing else, it will take time to agitate the matter. It is proposed that a cinder path, about two feet wide, be constructed in a direct line between the two cities.

The following letter from A. H. Overman to the *Recorder* gives a clear view of the project:

I note that you will publish a map showing a proposed cycle path from New York to Chicago to be made of cinders. This is most commendable.

It is first necessary that the proper thing should be outlined, and then quite as needful that some strong hand should exploit the theory to a successful adoption.

The immediate needs of cyclists would be amply answered in most cases by a two-foot cinder path at each side of the common road. The expense is trifling and the utility great.

For use in all seasons a cinder path is perhaps the best for cyclists. It is not seriously disturbed by water or frost. Snow on it melts quickly. It packs down and supplies a good surface, giving perfect rolling friction for the rolling. Such a path can be easily made in any locality.

First, a trench two feet wide and four inches deep.

Second, filled with clean cinders, no stones or chunks.

Third, rolled down level, when it is ready for use, and can be maintained in repair for almost nothing.

This path can be used for a foot path as well, thus enlisting the interest of all inhabitants along the line. Cinders can be found in every locality, and can generally be had for the asking.

Even horsemen will be interested in helping to provide a path which shall put the bicyclers at one side of the road and out of their way.

This work should be taken up by clubs in each locality, dividing up the line among them.

The time has arrived when the great multitude of cyclists must be provided for on the highways. A prompt adoption of the method outlined will prevent many



and serious accidents, which must occur in putting so large a number of inexperienced persons on bicycles.

Twenty-one members of the Bushwick Wheelmen, Brooklyn, will receive souvenir medals for riding the club century last Sunday to Sayville, L. I. and return.

#### TRENTON'S SUCCESSFUL MEET.

TRENTON, MO., Oct. 3.—The Trenton bicycle meet opened on a cold disagreeable day, but nevertheless a good crowd was in attendance. The track was in very good condition, but the riders were handicapped by the strong wind on the backstretch.

##### Summaries:

One-mile novice.—Chas. Smith, St. Joseph, first; Bert Foutz, Trenton, second; W. Dale Stepp, Trenton, third. Time, 2:49½.

Quarter-mile open.—G. A. Maxwell, St. Louis, first; A. G. Harding, St. Louis, second; Wm. Vaughn, Quincy, third. Time, :36.

Half-mile for boys under sixteen.—Bane Fleming, first; Bert Marsden, second; Judson Bane, third. Time, 1:24½.

One-mile Grundy County championship.—B. J. McGuire, first; W. Dale Stepp, second; Dugan Stuart, third. Time, 2:44.

One-mile handicap open.—G. A. Maxwell, St. Louis, scratch, first; A. G. Harding, St.

Louis, 25 yards, second; Chas. E. Jacques, Kansas City, 120 yards, third; Wm. Vaughn, Quincy, 25 yards, fourth. Time, 2:21.

Half mile Grundy County championship.—B. J. McGuire, first; Dugan Stuart, second; Bert Foutz, third. Time, 1:23.

##### Second Day.

TRENTON, MO., Oct. 4.—Today the weather was somewhat warmer, but the wind was still raging on the backstretch. A large crowd watched the races which were very interesting.

##### Summaries:

Half-mile open.—G. A. Maxwell, first; A. G. Harding, second; Wm. Vaughn, third. Time, 1:25.

One-mile, 3:00 class.—B. J. McGuire, Trenton, first; Wm. Vaughn, Quincy, second; Chas. E. Jacques, Kansas City, third. Time, 3:04.

One-mile open.—G. A. Maxwell, first; A. G. Harding, second; Wm. Vaughn, third. Time, 2:23.

One-mile, boys' handicap.—Bert Foutz, scratch, first; Bane Fleming, 40 yards, second; Ed Walker, scratch, third. Time, 2:59.

Quarter-mile Grundy County championship.—W. D. Stepp, first; B. J. McGuire, second. Time, :36½.

Two-mile novelty.—G. A. Maxwell, won first half-mile lap; A. G. Harding the second and third; G. A. Maxwell the fourth. Time, for two miles, 6:00 flat.

Half-mile consolation.—Willis Millington, Trenton, first; Lee Nichols, Trenton, second; Al Marsday, Trenton, third. No time given.

G. A. Maxwell then went a half mile against time, being paced by Harding and Vaughn on a tandem. His time was 1:02½. State record for Class A.

# TRIANGLE VICTORIES

AS USUAL, ARE COMING  
THICK AND FAST.

AT YOUNGSTOWN, OHIO—15 mile road race,  
Louis Gimm, 1st time and 2d place, being  
beaten by only 1-5 second

AT WELLSBURG, W. VA.—L. R. Dillon, 1st  
time and 5th place. Eight TRIANGLES  
in the race and all took prizes.

AT WARREN, OHIO—GEO. D. COMSTOCK,

1st, half-mile open.  
1st, one-mile open.  
1st, one-mile boys under 18.  
1st, quarter-mile open.  
1st, one-mile handicap.  
1st, five-mile handicap.

AT CLEVELAND, OHIO—

1st, five-mile open.

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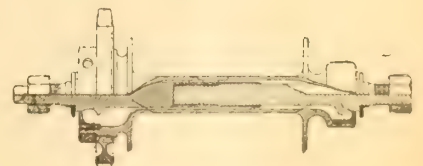
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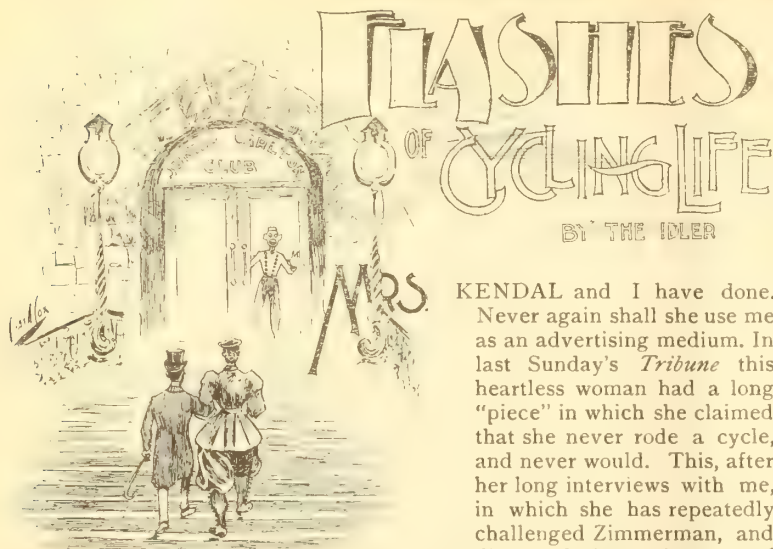
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MENTION THE BEARINGS.





beating him on the track! She says in that article: "Just fancy Mr. Kendal meeting me on the street with a pair of bloomers on me, and my being mounted on a wheel! Think of him taking me with him into the Junior Carlton Club and introducing me to his friends."

For my part, Mrs. Kendal, I must decline trying to think of anything of the kind. You have deceived me once, madam, and you're not going to give me the gaff the second time. Did you, or did you not tell me that you ran Jimmy out of France? Until you answer that question in a public forum you must not expect to try my imagination on anything you may propose. Madge, I'm real surprised at you! So there, now!

#### Catering to Cyclists.

The manifest desire of several of the political parties to truckle to the vote of the "bicycle rider," as he is called, suggests what we may look forward to. The future of the cyclist in politics is pretty well assured and no stretch of the imagination is required to fancy some of the stump speeches that will be made by campaign orators in '96, when they are looking for the bicycle vote in the presidential election.

"Feller citizens." (You can hear the orator orating even at this great distance.) "Feller citizens, who is it, what party is it, that has did the right thing by the bicycle rider? I repeat, feller citizens, what party has give the bicycle rider everything he asked for? What party has built your tracks for you? What party has bailed you out of jail and fired the policeman that arrested you for riding without a lamp?"

"Why, the ——— party." (Republican, Democratic, Prohibition, Populist, Socialist, Independent, as the case may be.) "It was the blank party, my friends, that built you good streets and took off (or put on) the tariff that has cut the price of bicycles 'ty per cent in the last two years. It was the blank party that put you at the head of its big torchlight procession at the last ratification meeting. And it was the blank party that gave you the right to run over kids in the street without being prosecuted by the law for doing so.

"And now, feller citizens, what I want to know is this: Air ye going to vote for the blank party or not? Our candidate for president is a man who had been known for years to be a bicycle rider. He was a bicycle rider when the gazaybo on the other ticket was trying to get a law passed disfranchising every man that rode a wheel. Our candidate would sooner ride a bicycle than eat pie [applause]. He was a bicycle rider before Zimmerman was born [laughter and applause], and he will be a bicycle rider when Zimmerman is dead and gone [applause, laughter, and cries of 'hear! hear!']. If you elect him he'll ride to the White House on a tandem with the vice-president [laughter. A voice: 'give em a pacemaker!'] and he'll veto any bill you fellers don't like [cries of 'that's the stuff!']. I tell you feller citizens our candidate believes in the wheel, the whole wheel, and nothing but the wheel, and with your suffrages—the most intelligent in the land—he'll ride on to victory [renewed cheering and vigorous shouts of approval]. And now, feller citizens, I ask ye once again air ye going to vote for him or for the other duffer? [cries of: 'we will! we will!'] If he's elected he'll put a track around the White House and give a prize of a \$10,000 to every race meeting in the land. Go to the polls and vote then, and we'll win the day as sure as they use piano wire for spokes." Long, loud, and continued applause, the orator being carried away on the shoulders of enthusiastic riders present.

#### No Joke About This.

Harty—Well, I sold my wheel yesterday, got a good price too.

Smarty—How much?

Harty—Oh, \$80.

Smarty—I got rid of mine, too.

Harty—Did you? For how much?

Smarty—Nothin'. Some one nipped it when I wasn't around.

#### Bandits Had no Wheels.

The Missouri bandit is behind the times. He will have to go west to learn how to be a real bandit. If the fellows that tried to rob the Atchison,

Topeka & Santa Fe express train early Tuesday morning had had first-class wheels instead of plug horses, Detective Kinney and his posse would never have caught them. We have always insisted that the enterprising highwayman should have a good mount, and this recent failure of the Missouri gang to evade the clutches of the law only goes to confirm us in our opinion.

#### Quite Another Concern.

I desire to state for the benefit of my friends and patrons that "The Idler" which will be produced soon at the Schiller Theater is no relation of mine, and those persons who go thither expecting to see me on the stage will be fooled.

#### Wanted no Monkey Business.

I related an anecdote about Willie Herrick's drinking last week which reminds me of another anecdote concerning Willie's eating. For years Bill had been accustomed to dining at Winter's where he had so terrorized the girl waiters that his word was law with them. To hear Willie order his meal was worth, alone, the price of admission.

This sort of thing naturally got the Herrick mind into a rut, out of which it was jolted severely one day when the irrepressible William encountered a restaurant waiter who was not brought up on the lines described by the girls at Winter's.

It happened in this way: Herrick was in attendance at the Philadelphia cycle show and one night stayed out over late with friends. At 3 o'clock he thought he'd like a bite to eat but found that there were no restaurants open. Green's was shut up tighter than a drum, and Willie wandered up and down Chestnut street like a lost dog.

Meeting a rather tough looking citizen in the streets, the Chicago man hailed him with this:

"For the Lord's sake is this whole town dead? Where can I get a bite to eat?"

"There ain't no eatin' joints open in dis town," returned the tough citizen, "except de dive at de stayshun."

To the "dive" at the station the wandering Willie accordingly went. He didn't like the looks of the place, but on the theory that everything "goes"



in Philadelphia he sat down at a table and rapped for the waiter. That servant of the public leaned on the table with both hands while he crossed his legs like a vaudeville comedian.

"I say waiter," said Bill, "bring me a nice pan roast of Baltimore oysters, hot; while they are cooking, just throw a few eggs in the boiler and let 'em boil 2 minutes and 30 seconds. And, waiter, I want some nice bread and some nice fresh butter. If you have a jelly tart let it come in and I want a pot of nice fresh coffee. And, waiter, before you do anything, bring me a champagne cock-tail for an appetizer."

The waiter looked at him in amazement. Then throwing his head to one side and letting his face assume an expression of ineffable disgust he said:

"Ah, quit your kiddin' an' give your order, see?"

Bill went to bed supperless and dreamed of "Tiney" at Winters.

#### Necessity the Mother of Invention.

"My dear," said a woman sweetly to her husband, "our son can not go out with his old knickerbockers; they have been patched all over, and he must have some new ones."

The Husband (throwing down his paper).—"Frankly, I can not buy him new ones now."

The Wife (decidedly).—"What shall I do? The times are so hard. I know! I will make over my bloomers for him."



#### A French Medical Opinion.

The pessimistic paper presented to the French Medical Academy by Dr. Leon Petit "Upon the Dangers of Cycling by Those Having Heart Disease," caused a lively discussion at its meeting. Dr. Hallopeau was designated by the academy to study and verify the paper of Dr. Petit. The report was warmly applauded and discussed, and adopted by the academy, with the exception of the words in italics—added by the academy—and paragraph V, which was rejected.

I.—For a subject using the bicycle moderately—and after a previous examination—this machine can in no way interfere with the functions of the heart; it constitutes to the contrary a useful respiratory exercise. Dr. Hallopeau has found that the increase of respiration is insignificant for a cyclist running at a moderate gait, that it is less than when walking, and a favorable sign—the amplitude of the respiratory movements are increased.

II.—A moderate use of the cycle causing death is only from an occasional cause of a secondary importance.

III.—The power used in learning where the muscles are put in play, or going up hills, should alone be considered as dangerous.

IV.—It need only be forbidden to those subjects afflicted with insufficient aortic or mitral action.

V.—There is no good reason why cycling can be considered as dangerous to aged persons when used moderately. This exercise, besides being agreeable, powerfully favors the functions of the skin and lungs, exercises the muscles, increases the appetite, facilitates digestion, and stimulates the general nutrition.

#### WOOD RIMS

have come to stay. The advantages are so many, and they have stood the test of road use so well, that the public have accepted them as beyond the experimental stage.

As with bicycles, so it is with wood rims, and "95" will show improvements. We have recently seen the new model of the "Kingsland Wood Rim," which seems to be a very great improvement on any rim we have yet seen. The makers are old hands at the business, and this will be their fourth season. If age brings experience, surely they should claim it, for they were the first in the field to make a wood rim for road use.

The merits claimed for "The Kingsland" are best Vermont white ash, stacked and seasoned two years; a joint which experience has shown to be perfect, as they have not changed it since its first introduction, with the exception that they have removed the linen cover which has been found unnecessary, as there is sufficient strength without it; also a steel ferrule is passed through the valve stem hole, which clinches to the wood on both sides. They have made great improvements in the machine work. Heretofore there has been irregularity in the thickness of rims and in the diameters, but they have built automatic cutters that bring the rims true to circle, gauge, and diameter, and are very smooth and regular.

It is our opinion that two-thirds of all bicycles made in '95 will be fitted with wood rims, and we would advise bicycle makers to place early contracts, as the supply may not equal the demand.

Address, Bicycle Wood Rim Co., Kingsland, N. J.—*The Wheel*.

#### Satisfactory Columbias.

Somebody once said that "Columbias are built to last." The following letter from the agent of the Columbia bicycles at Buffalo has a justifiable note of triumph in it that every other Columbia agent and every Columbia rider may feel like joining in:

*Gentlemen:* Yesterday there was a match race of fifty miles between A. J. Sanderson and Walter Barker, the latter riding a —, Sanderson giving Barker five miles handicap. I loaned Sanderson the wheel I was riding—Model 37, 70 gear. Sanderson caught him at the turn, and waiting for him 13 minutes at eight miles from the finishing point, beat him out nearly 5 minutes. The wheel came through without a scratch.

The most remarkable thing about this, is that this wheel has been in seven road races, and each time (excepting two) has been ridden by different men. It has also been through one double century and four single centuries, and has been used in five different race meets, besides being ridden by at least one hundred and fifty different people. Almost every one who has called at the store has tried it, besides what I have used it. It has the light semi-racing single-tube tires. The only repair made has been to put in one spoke.

Now if there is another wheel in the country that can show a record like this, with a tire as light as these tires are, going through what they have without even a puncture, it has yet to be manufactured. My wheel, with the toe clips, weighs a little under twenty-one pounds.

Columbias certainly have had a great record in this year of 1894, and I predict a brilliant season in 1895.

BUFFALO, N. Y., Oct. 1, 1894.

Very respectfully,

J. A. WILLIAMSON.

#### Dutch Roads.

The highways in Holland are better than those of Belgium. In the latter country there are miles and miles of bad roads, while in the Netherlands nearly all of the roads are made of soft brick and very smooth. From Rotterdam to Arnheim, and Arnheim to Utrecht and Amsterdam the roads are excellent for cyclists.—*Le Cycle*.

George Wolfe rode a twenty-four pound Fowler in his ride from Chicago to New York. The wheel was fitted with Reindeer tires, made by the Diamond Rubber Co.

The Elastic Tip Co., of Boston, have taken the New England agency for the Indianapolis Chain and Stamping Co.



# THE TRIBUNE!

## WE BUILD THE BEST....



Tribunes are Light and Fast and  
Always to the Front.

### THEY DID IT ON TRIBUNES.

At Cleveland, Van Tine wins the ¼-mile open in :31 2-5 and the ½-mile in 1:01, making state record for the distance. Otta Maya, of Erie, breaks the record for 5, 8, and 9 miles.

Van Tine wins 3 firsts at Mt. Clemens.

O. C. Lippencot wins 2 firsts at Hammonton, N. J.

At Terre Haute, Ind., Freers wins the ¼, ½, and 1 mile open on a Model E Tribune.

Elmer C. Davis breaks the American road record for 1½ miles, making it in 3:22 2-5 on a Tribune racer.

At Steubenville, Ohio, Otta Maya wins the 1-mile and 5-mile handicaps.

Chas. F. Schuberth wins the 1-mile novice at Carthage Fair, on a Model D Tribune.

You can increase your speed 10 per cent by using the Cycloidal Sprocket. Ask any Tribune rider.

Send for Catalogue  
and Agency.

# THE BLACK MFG. CO., Erie, Pa.

Mention The Bearings.





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, OCTOBER 12, 1894.

No. 6.

Published every Friday by  
**THE HILL CYCLE MFG. CO.**  
OFFICE AND FACTORY,  
142-148 W. Washington St., Chicago.

**SUBSCRIPTIONS:**  
Models 18 to 22, Racers, \$150.  
Model 25—Road Wheel, \$135; Palmer tires and wood rims  
Model 27—Road Wheel, \$128; M. & W. tires and wood rims  
Model 29—Road Wheel, \$125; M. & W. tires and steel rims  
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.  
EDITOR, FRANK T. FOWLER.

### WE DIDN'T PAY FOR IT.

Once more the Fowler rooster has a chance to crow! We have tried for the famous Chicago-New York record, and she's ours. She came without a struggle, and once more the fact is demonstrated that the Fowler is the staunchest little wheel ridden on road or track.

This record has been a bitter pill for others to swallow. To think that a common, everyday cyclist could go out and break the records made by men who had trained for the attempt for months was too much. Mr. Wolfe did not declare in loud tones that "it's a cinch," nor did we advertise the fact, as others did in similar races of this sort. He was too modest, and, although he may have felt that he had a good claim on the record, he did not proclaim it from the housetops.

Mr. Wolfe did not make the ride to gain a reputation or make money. He is not one of the manufacturers' soiled doves, who will not do anything unless they see the color of the manufacturers' money. No one heard of Mr. Wolfe's proposed ride until he started, and then there was just a little note in one of the papers. But, like the festive bedbug, he "got there just the same," and didn't have to finish his ride two or three days behind the record, as several others have done, nor did he ride on trains or in wagons.

The old grandmother of a reporter on one of the Chicago dailies who remarked that Mr. Wolfe's attempt would be a failure just because such crack-a-jacks as Searle failed, will now be compelled to eat his words. Mr. Wolfe was properly checked the whole distance and his claim can not help but be allowed.

## WOLFE DOES IT.

THE PLUCKY CHICAGOAN BREAKS THE CHICAGO-NEW YORK ROAD RECORD BY OVER A DAY—HE RODE A FOWLER.

Without the blaze or blare of trumpets, or the loud hurrahs of an immense multitude George W. Wolfe, an unknown, unheard of cyclist, left Chicago



G. W. WOLFE.

on Monday, October 1, for a shy at the much-sought-for Chicago-to-New York record, with not a soul knowing of his trip east of Chicago—without a bit of pacing or company until he struck

Pittsburg, Pa.—through mud, rain, sand, mountains, and every conceivable obstruction, with the exception of his wheel giving away, he reached New York 37 hours ahead of Smith, the former record holder.

"He did it" on a Fowler Bantam.

### KEEP BEFORE THE PUBLIC.

THE *Sporting Life* opines that when a firm stops advertising the public gets an idea that the firm's business is going back. That's as true as truth was ever told. The firm that keeps its name and fame well before the public in seed time, is the firm that reaps the golden harvest. "As ye sow so ye shall reap."  
—American Wheelman.

Yes, that's straight!

Every close observer of cycling and things notices that this company keeps up the same gait with its ads through winter and summer, and when we get something extra, like the winning of the greatest of all road races, the Chicago Road Race, or the most coveted record of these United States at the present time, Chicago-to-New York, we spread ourselves and let the world know it. When records or meritorious performances are made on the Fowler we let the world know it.

## HOW IT STANDS!

H. H. Wylie's Time	("The Clock Man")	10 days	4 hrs.	39 min.
F. H. Stanwood's Time	("Ditto Watch Man")	8 days	7 hrs.	48 min.
Smith's Unaccepted Record	("Zimmerman's Choice")	7 days	21 hrs.	30 min.
R. P. Searle's Time	("The Illinois Cyclone")	8 days	3 hrs.	
Wolfe's Record on a Fowler Bantam	(He of the "Dazzling Rims")	6 days	8 hrs.	30 min.
(That makes 'em yell "As Good as the Fowler")		1 day	13 hrs. or a	

**37 hrs. REDUCTION!**  
See the Difference?



## FOR GOVERNOR.

The head of the large and influential firm of the W. H. Holliday Co., of Laramie, Wyo., has been chosen as one of the candidates for governor of his state. A man with the force and character sufficient to build up such a successful and profitable business and regarded so highly by associates and neighbors as is Mr. Holliday, will make a model governor for such a rising young state as Wyoming. Should he become the choice of the people, which we believe he will be, the cyclists will have in him a friend such as only an enthusiastic cycle rider and agent can be.

It has been the pleasure of this company to have done business with this man for two seasons past, and in saying to you that our dealings with him have been pleasant from every

standpoint is putting it mildly.

The sterling qualities of any man is fully depicted in his business dealings, and, from our knowledge of Mr. Holliday, we can not refrain from pointing out to the many cyclists of Wyoming the great and good opportunity of taking off their coats and working for him, thereby contributing their mite to a good, upright, honest man.

Here's success to W. H. Holliday as next governor of Wyoming.

### TO THE CYCLING PRESS.

**GREETING:** Under the head of "For Governor," in another column of "Fowler Truth," you will see that the cyclists of Wyoming have an opportunity of rallying round the flag of a fellow-cyclist who is running for governor of the state. Will you not devote a little space in your journal to help the good work? We do not ask this as a personal favor or do we

expect any benefit from you mentioning what we consider a chance for you to do something in a new direction for cycling. Will you do it?

### NOTES AND COMMENTS.

For the benefit of that grouchy, dyspeptic, sour-stomached old maid, the "Cycling Chat" writer of the "Inter Ocean" of this city, we print from numberless newspapers received: "Wolfe, to make sure of his deserved and honored victory had hundreds of signatures of people along the way, stating hour and date of his arrival."

This eminent (?) "Cycling Chattist" said in Sunday's paper: "Wolfe couldn't make the record unless he rode in a train of cars." You misguided wit! He rode a Fowler Bantam. You're not "onto your job." Train of cars, eh? Haven't you heard of the Fowler—a veritable cannon ball?



Don't you wish you could get it?



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## POPE WILL USE DUNLOP TIRES.

**Big Deal Made by the American Dunlop Tire Co. With the Boston Concern—Dunlops Will be Boomed.**

NEW YORK, Oct. 9.—One of the most important tire deals, and one that will create the greatest interest all over the country, was made known here today. The American Dunlop Tire Co. gives out the following statement:

"The Pope Mfg. Co. have adopted the Dunlop tire as their only detachable tire, abandoning the one they have used this year. They will sell Columbia bicycles at the same price fitted with Dunlop tires as when fitted with the Columbia single tube tire. The Dunlop tires will also be supplied on the Hartford Cycle Co.'s machines. The Hartford Rubber Works have been licensed to manufacture the Dunlop tire.

"This indorsement, coming as it does from the largest manufacturing concern in the United States, whose experience with pneumatic tires and knowledge of them dates from their very introduction, is one that no other tire has ever received. The indorsement is made the more valuable by the fact that the season just past has been one that has fully tested the practicability and value of every known form of detachable tire, and the adoption of the Dunlop tire by this experienced concern stamps it as the most successful form of tire ever invented.

"When the American Dunlop Tire Co. purchased the Brown and Stillman patent, covering this invention, for \$100,000 (the largest sum ever paid for any invention appertaining to bicycles) there were few who did not consider the investment a dubious one, but the good judgment and foresight of the Dunlop company, whose success with this form of tire abroad had been phenomenal, is now proven. This event marks the second era in the life of this patent, which is undoubtedly destined to win more and greater victories in the future. The patent very broadly covers many forms of detachable tires, and is not confined by any means to the specific form of tire made by the Dunlop company. One of the terms under which the license is granted to the Hartford Rubber Works is that the Dunlop company shall take prompt action against all infringing tires, although this is hardly necessary in view of the well-known fact that they have always pursued a very vigorous policy in this respect, and will no doubt continue to do so.

"The Heustis and Simplicity 47 tires are both manufactured under a license from the Dunlop company. Their suit against the Phelps & Dingle people resulted favorably to the Dunlop company, and they have now on the calendar suits against the Erie Rubber Works and the makers of the Liberty tire, which are being pushed to an early issue. In Canada three concerns have come in out of the wet, two of them discontinuing the manufacture of the tire, and the third having applied for a license under the Dunlop patents. During the past year the Dunlop company have been assiduously working on their tire to perfect it in all its details. Today it is as near perfection as has ever been reached by any pneumatic tire, but since its introduction the tire has not been changed the least bit in principle, nor have the various dimensions of the tire been altered, so that the same rims can always be used with the corresponding size of tire wherever it is made. The fact that the license granted to the Hartford Rubber Works is for the full life of the patent is an indication of the faith they have in the permanency of this form of tire. It is not likely that it will ever be very greatly improved upon in principle, and it is indeed the simplest form of detachable tire ever invented, and one that can be easily handled by a novice." All of the tires made by the Hartford Rubber Works will be marked as Dunlop tires, manufactured by them."

It is said that one or two other large concerns are on the verge of following the lead of the Pope Mfg. Co.

In an interview with Colonel Pope and Mr. Geo. Day, who are in Chicago, they expressed themselves as follows:

"This announcement is rather premature. While the deal has been verbally consummated, the contract is not yet signed. The nature of the transaction is in a great measure similar to that of a year ago with G. & J. The Hartford Rubber Works, not the Pope Mfg. Co., have taken a license to manufacture Dunlop tires—in fact, will make them under contract for the Dunlop people, but they will also sell them direct to the consumer. The Pope Mfg. Co. will continue to use the Columbia tires on all their machines unless otherwise stipulated by the purchaser. We believe the Columbia tire to be the best on earth, but when an inner tube tire is wanted, we will furnish the Dunlop, which we believe is the best inner tube tire manufactured. Experiments conducted under our supervision have led us to form this opinion."

## GREEDY NEW YORK.

**Many of the Manufacturers Kicking Because the Madison Square Garden People Want to Charge Exorbitant Prizes for Space.**

H. A. Fulton, president of the Eclipse Bicycle Co., is very much dissatisfied with the way the New York show is being conducted. Disgusted with the way he was treated by the New York people he wrote to other manufacturers who were going to exhibit at New York, and received replies from many which showed that they were also dissatisfied with their treatment. Speaking of the matter, Mr. Fulton said:

"I notice in one or two of the wheel papers editorials or correspondence referring to the management of the New York cycle show. After receiving the circular from the National Board of Trade, I felt that the plans adopted by this board of trade were such as to be an imposition upon the manufacturers of the country. In a letter to Mr. Childs I went over the matter with him and received a very courteous reply, but which did not in any way explain the unsatisfactory manner of letting spaces, and the exorbitant prices charged. Thinking that I might possibly look at it in a circumscribed manner, I addressed letters to many of the prominent manufacturers of the country, and, with but one single exception, they are all very bitter in their expressions of the unjust way in which the National Board of Trade is conducting the affairs relating to the show to be held in Madison Square Garden in January. While I consider the letters I have received as confidential, and am at present unable to give the names of the concerns, am able to give you a few quotations from a number of the same, all of which are among the most prominent in the United States." The following are extracts from letters received by him:

"We can not see the justice of such an arrangement, and feel like withdrawing from the association in case their business is conducted on such a principle."

"In reference to the show, everybody in the east that the writer saw is disgusted with the methods of the committee in New York, and we quite agree with them and you. We think they are making the proper plans to kill the show—at least that is the opinion of quite a number of bicycle makers in the east."

"There seems to be a number of roasts, and we should be disinclined to go to New York and do any bidding, or pay any royalty for a choice of position. We look upon the present affair as a shuffle in favor of the National Board of Trade. The National Board of Trade is, so far as we have observed, rather an intangible body in whose management we have in no way been consulted."

"We find that we can not get as good a space as we had last year for less than double the amount we paid, provided the space should be awarded us without the payment of a premium. If, however, we want any particular space, we are asked, in addition to the regular price, to state what bonus we would be willing to give. We do not like to do business in this way, as we are left entirely in the dark as to whether we are going to receive any space at all until October when it may be too late."

"While we believe that the board of trade in consulting the matter thought perhaps they were pursuing a fair policy, it looks as if it might react unfavorably upon them to get money of us."

"We can easily do without the expense of this show. We have written the committee and asked for space. We certainly will pay nothing extra and really do not care whether we make an exhibit or not."

"In regard to the National Board of Trade circular referring to prices, conditions, etc., we think exactly as you do in regard to the matter, but have not said very much about it, hoping that the parties responsible for this condition of affairs might see the error of their ways and issue an additional circular."

"We are inclined to think that the New York people have over-reached themselves, and we are not at all pleased with their circular. While we are members of the Trade Association, at the same time we can not be robbed in this manner, as we feel that they are 'rubbing it in' pretty heavy. We think they will find a general uprising against these enormous expenses, and manufacturers will not submit to it."

"We should say at the least that their manner of doing business is very unbusinesslike. It is either that or we do not appreciate it. If we can not get space without entering into competition for it we do not want it at all. We have never been in the habit of doing a prize package business, and we do not propose to begin now."

"We do not think a cycle exhibit should be run for the benefit of any board of trade, or for any number of persons, but that the space should be sold for enough to defray expenses simply, charging those who had the best spaces the most for them, and submitting to each one a diagram, requesting them to make first, second, and third choice, providing the first and second should be taken by some other party. From the way the matter looks we should not think of exhibiting under the circumstances in New York."

"While we are members of the National Board of Trade, we have no intentions of exhibiting at New York. We agree with you perfectly on the points mentioned. As the rules now stand, the party with the longest pocket-book can overshadow and freeze out the more modest exhibitors by placing a larger premium on deposit with their application for space. The matter of obliging exhibitors to make a uniform declaration is all right; it is democratic and would tend to prevent lavish and extravagant expendi-



tures—but it does seem that some of the other rules are burdensome and arbitrary.”

“We feel that we do not want to be left out of the New York show under any circumstances, and if there are enough manufacturers who feel the same way as we do about the manner in which the space is allotted, we can make it very uncomfortable for the New York management, in case they should leave any of us out.”

“We feel just as you do in regard to the matter, and unless something very unexpected occurs to make us change our mind we certainly will permit the board of trade to run their show without our assistance. We presume they are capable of doing it. It seems to us that the whole thing has been run in a star-chamber manner.”

“We have received from the National Board of Trade their circular in reference to prizes, etc., for the coming show, but we can not say that we are pleased with their plan. Of course we wish to be represented at the show, and as far as we can see we will have to do as they say. We have no doubt some concerns will take the matter up and have something done to put things on a more satisfactory basis.”

“It seems to us as if the applicant for space in the show has a very good chance of being left out in the cold. The plan of giving out the space may be all right, but we give up trying to figure out just how we would get the space, or where we are likely to land when the bids are opened. We sent in a list of twenty spaces, any one of which we would be satisfied with, and with this broadside of choices, we think we may land somewhere in a desirable position in the show.”

“We must say that we are not pleased with the way in which it is being managed, and we think it would have been much better if the board of trade had left it in the hands of the people who made it a success last season. It looks to us very much like a carefully laid plan to bleed the cycle manufacturers to the greatest extent possible, for what purpose we certainly can not understand.”

“In a letter from A. K. Childs he states that we have not applied for space, and suggests that we do so at once. If the bids are not to be opened until October 15 we wonder how he knows we have not applied. We understand that a large space in the center of the garden has been taken by the Pope company, and does not show in their circular that it is to be allotted or open to competition. We want to make an exhibit, but if we do it will be with a feeling that we are being robbed. I have been told that the whole thing has been arranged under the direction of one manufacturer, and that he has actually reserved the choicest space in the garden which is not subject to ‘being auctioned off.’”

Other quotations could be made, but I think the above is sufficient to show the sentiments of the manufacturers throughout the country.

## SPALDING RETURNS FROM EUROPE.

NEW YORK, Oct. 8.—A. G. Spalding arrived home from Europe last Saturday aboard the steamer “New York.” He looks the picture of health and says that he has spent his time while away, in a most pleasant manner. Mr. Spalding brought with him a pair of jet black French poodle dogs, which are fine specimens of their class. He has named them “Fox” and “Smith,” in honor of two attaches to the bicycle department. On board the same steamer with Mr. Spalding was Willis B. Troy, accompanied by Mrs. Troy and their little girl. George Gould also returned to America on the “New York.” In speaking of the wonderful success which the Spalding bicycles have had this year, Mr. Spalding was surprised to learn of Titus’ hour ride, of which he had not been apprised until his return. He expressed himself as well satisfied with the season, from every standpoint, and says that the 1895 Spalding will be, like this year’s wheel, the best that experienced and high-priced workmen can turn out. It is just possible that a bid will be made for Zimmerman to ride a Spalding next year in his races. Troy and Spalding conversed somewhat on this subject during their voyage together.

Alexander Schwalbach, the manager of Wilson-Myers Co.’s Brooklyn store, 1217 to 1221 Bedford avenue has had specially constructed a miniature Liberty for the use of his children. The machine is perfectly built on a smaller pattern than the regulation size, having twenty-four-inch wheels, and weighing nineteen pounds. The most expensively built wheel ever put together in America. In regard to business, Schwalbach finds this to be the busiest part of the entire season.

Frederick J. Stimson, counsel for the National Cycle Board of Trade, has returned from an extended vacation trip to Lake George, in the northern part of this state.

One of the most popular dealers on Long Island is George T. Homan, of Amityville, who carries a full line of Phoenix, Gales, and Western Wheel Works bicycles. He makes a specialty of renting machines for the season, of which he has had over forty out this year. Mr. Homan’s repair shop is thoroughly equipped with all the modern facilities quick and accurate work. A decided interest is being taken at Amityville in “Jack” Knowles’ daily century riding, which may truthfully be classed as the most meritorious feat of the year. “Jack” has been at it now for forty-four days, and if ever a man looks the embodiment of manly healthfulness, Knowles is the person. Tanned as dark as an Indian, and with muscles standing out like those on a thoroughbred race horse, he presents a truly living picture.

Charley Price, formerly of Milwaukee, but now a New Yorker in every sense of the word, is employed at Sidney B. Bowman’s bicycle store on Eighth avenue, near Fifty-Sixth street. Price is there in the capacity of

salesman, and Sid expresses himself as thoroughly well satisfied, even agreeably surprised at the amount of business ability shown by the ex-cash prize racer.

Elliott Burris, the inventor and manufacturer of the Simplicity 47 tires, will have several different makes of wheels, of western manufacture, fitted with Simplicity 47’s at the Chicago cycle show, where it will be on exhibition. The widespread reputation which this tire has attained was never more fully proven than one day last week when Mr. Burris received a letter from Gustave Hablerstadt, of Copenhagen, Sweden, ordering a pair. Count J. G. Peodela, of Port Ste. Marie, Spain, is also an ardent advocate of Simplicity 47 tires, as is Senor Gustavo Ping, of Habana, who purchased a League Chainless, fitted with Simplicity tires last week.

In regard to universal thread for tire valves Mr. Burris has the following to say: “At the present time there is no valve in the market so good as the one on my tire, and as it would be necessary to change it to comply with the universal-thread idea, I certainly shall not do so. Next year I shall make a specialty of fitting my tires on wood rims, and with such a combination as that, there is no question but what Simplicity 47 tires will lead the market.”

The wheels known as the Gazelle made by George C. Cribb, of Milwaukee, Wis. (according to the name plates), that C. J. Godfrey & Co., 11 Warren street, are selling for \$60 with steel rims, or \$65 with wood rims, are genuine bargains. This firm claim to be thoroughly satisfied with the past season’s trade, but say that the prospects for next year are brighter than ever before. In addition to the Gazelles, which weigh twenty-eight pounds with wood rims or thirty pounds with steel rims, Godfrey & Co. will carry Lovell Diamonds, and the Eclipse next year.

It is now an assured fact that the Lamb Mfg. Co., who at present make the Spalding bicycle, will next year be entirely under the control of A. G. Spalding & Bros. In fact, commencing October 1, all business communications are addressed to A. G. Spalding & Bros., from which it may be seen that the change has practically been already made.

In a recent talk with Manager Peoli, of the Raleigh Cycle Co., 2081-83 Seventh avenue, it was learned that that concern would positively be in business in this country next year, and on a larger scale than ever before. This season has been better than was even expected, and already the models for 1895 have been shown and approved of. The factory is running now, turning out the machines for next season, and as Mr. Peoli remarked, “That doesn’t look as though we would cease operations does it?”

A. H. Overman came down from Chicopee Falls, Mass., last Thursday afternoon to meet his family who were due the following morning from Europe, on board the Hamburg-American steamer, “Columbia.” They have been abroad four months on a most pleasant trip and returned much benefited by the jaunt. In regard to the prevailing rumor that high-grade wheels would be put on the market at a standard price of \$100 next year, Mr. Overman said: “It will do you no good to attempt to interview me on that subject. The smaller makers are all too anxious to get a line on what the leaders will attempt in that line for 1895, and I, for one, do not intend saying anything which will enlighten them.”

L. C. Jandorf & Co. are no longer located at their old store on One Hundred and Twenty-fifth street, but have moved to the downtown branch at 32 Park place, where they will, at least for the present, be located. Next year this company will be settled in a store in the vicinity of Warren street and Broadway, where their gigantic slaughter business will be continued as heretofore. Bargains can, meantime, be always found at their Park place branch, which has enjoyed a most successful season this year.

A visit to the works of R. H. Wolff & Co., situated on the East River, between One Hundred and Seventeenth and One Hundred and Eighteenth streets, in Harlem, recently opened the eyes of THE BEARINGS’ correspondent to the fact that something more than “big” may be expected from that concern in 1895. Part of the factory has been entirely fitted throughout with the most expensive, as well as the latest style of machinery, necessary to turn out the Wolff American bicycle, which will be constructed by experienced workmen of the highest grade of skill. Experiments have been made during the past year and now all is in readiness to place on the market what will certainly prove a first-class wheel in every sense. There is no lack of capital in the company and their aim will be to place on the market a light but strong machine which will meet all requirements. It is the intention of Wolff & Co. to build light roadsters, weighing but twenty-two and a half pounds, whereas the heaviest wheel which they will make will not weigh over twenty-eight pounds, all on. Three different designs will be constructed; in addition to the roadster and light roadster, a high-grade racer will be built, which will simply stand as an illustration of what skilled labor, facility, and best material can do. The ladies’ model will be remarkable for its lightness and strength.

## ORIENT MOVEMENTS

The Waltham Mfg. Co., of Waltham, Mass., makers of the Orient, are booking agents for 1895. Their line will consist of a sixteen-pound track racer, twenty pound light roadster, twenty-three pound full roadster, twenty-three pound ladies’ roadster, gents’ and ladies’, and gents’ tandems. Prices will be in the swim with other manufacturers of high-grade wheels. An enviable reputation is the result attained by the Orient on track and road during 1894, and intending agents should respond quickly if they want to get their share of a good thing.



## PHILADELPHIA ON THE SHOW QUESTION.

PHILADELPHIA, Oct. 6.—Although rumors are rife just now regarding a local cycle show in this city during the coming winter nobody has as yet had the boldness to start the ball a rolling. That national shows are successful in Philadelphia has been demonstrated a number of times and now that these exhibitions have been transferred to other cities, for a time at least, there seems to be no reason in the world why a local show should not be a success in every way. There are enough dealers and manufacturers in this city to give the scheme financial backing and once an exhibition was well under way the promoters would not be likely to encounter much difficulty in disposing of space. After last year's show a movement was on foot to organize a local trade association for the perpetuation of the show in this city, but thus far nothing has come of it. At the present writing it would be a hard matter to try and foretell what the winter will bring forth. It is early yet, however, and Philadelphians may have a chance to patronize an exhibition of cycles and sundries before the cold weather wanes.

The Sterling has certainly made rapid strides in popularity during the past few weeks, and Jacob Rech & Sons, the local agents, are having all they can do in filling orders. Taxis, the speedy local favorite, rides a Sterling, and it looks as though his brilliant successes on that wheel has something to do with its popularity.

H. S. Williams, the popular manager of the Overman Wheel Co.'s local branch, left the city yesterday for a well-earned vacation of two weeks. The business of this house, since its opening last January, has been unprecedented and as a result Mr. Williams has been a very busy man looking after the interests of the Victor wheel as he does. Mr. Williams goes to his home in Springfield, and will also spend part of his time at the company's works at Chicopee Falls.

The Powell Cycle Co., with popular Abe Powell, the official handicapper of this district at its head, is doing a fine business in cycles and sundries. The firm is a new one and its house, at 2315 Spring Garden street, was only opened three weeks ago. The store is within a half block of Fairmount Park, on a street noted for its smooth asphalt paving, and should prove a favorite rendezvous for all cyclers.

## TRADE CHANGES.

AUGUSTA, ILL.—Tobie & McAfee have opened a new bicycle store here.

WASHINGTON, D. C.—H. E. P. Baden has opened new bicycle store at 427 Eleventh street, N. W., recently occupied by Darlow & Sons. The Potomac bicycle will be manufactured, and sundries and bicycle sundries will be dealt in.

WASHINGTON, D. C.—Darlow & Sons, doing business at 427 Eleventh street, N. W., under the style of the Washington Flyer Cycle Co., have discontinued business. Their present address is 2 Shepherd street, Brighton, Mass., where it is understood they will manufacture what they will call the Brighton Flyer.

TOLEDO, OHIO.—Toledo Bicycle Works have placed a contract with the Lodge & Davis Machine Tool Co., Cincinnati, Ohio, for bicycle manufacturing equipment.

LOUISVILLE, Ky.—The Standard Cycle Co., reported gone out of the business, the Dow Wire Works purchasing the stock and fixtures. It is rumored that a new bicycle manufacturing company will be organized.

SPRINGFIELD, MASS.—C. R. Haradon & Son, bicycles and bicycle sundries, are reported to have placed on record a chattel mortgage for \$1,375.

TRENTON, N. J.—The Eastern Rubber Mfg. Co. sued in the United States Court by Morgan & Wright, of Chicago, for alleged infringement of patent for pneumatic tires.

FREEMONT, ILL.—The Stover Bicycle Co. held an annual meeting of stockholders, and the following officers elected: President, B. C. Stover; vice-president, A. S. Held; secretary, W. A. Merrifield; treasurer, J. F. Smith; general superintendent, W. A. Hance; executive committee, B. C. Stover, F. R. Bartlett, A. S. Held, O. J. Ziegler, and W. A. Merrifield.

NEW YORK, N. Y.—Vigilant Cycle Co., a judgment for \$142 is reported to have been entered.

ASBURY PARK, N. J.—Mathews & Redway, bicycles, bicycle sundries, etc., are reported to have placed on record a chattel mortgage for \$500.

LONDON, ONT.—Carroll McKenzie & Co., bicycles, sporting goods, etc., reported as having dissolved co-partnership, McKenzie retiring.

HOLYOKE, MASS.—The Keating Wheel Co. will shortly double its force of operatives in its bicycle factory.

KANSAS CITY, KAS.—J. C. Laughlin, hardware, bicycles, etc., is reported to have placed on record a real estate judgment of \$21,288.

HOLYOKE, MASS.—Jenkins Rubber Co. incorporated by Alfred B. Jenkins, president; Charles Jenkins, treasurer, and Jas. L. Davis, for the purpose of manufacturing and selling rubber goods. Capital stock, \$30,000.

PHILADELPHIA, PA.—Pennsylvania Mutual Bicycle Insurance Co., incorporated by H. D. LeCato, Walter Perrett, George E. Curtis, and others.

HARRISBURG, PA.—Fred G. Mason, 321 Market street, invites correspondence of manufacturers of bicycles and bicycle sundries, looking to accepting agency.

TACOMA, WASH.—F. E. Brackett, hardware, bicycles, etc., reported to have placed on record chattel mortgage for \$600.

STATE COLLEGE, PA.—Grieb & Co., hardware, bicycle, etc., succeeded by L. O. Meek.

MERRILL, IOWA.—John Urban, Sr., hardware, bicycles, etc., reported sold out.

ALBERT LEA, MINN.—C. P. Kiel & Co., will open new hardware store, and will take up bicycles. Correspondence invited with manufacturers of bicycles, and bicycle sundries, looking to an acceptance of agency.

FARGO, N. D.—Katz Bros. are opening new hardware store, and will put in a line of sporting goods, bicycles, and bicycle sundries. Circulars from manufacturers and jobbers of these lines invited.

BUFFALO, N. Y.—Indiana Bicycle Co., opened branch salesroom at No. 900 Main street, with W. T. Gardiner as manager.

## THOSE THIRTY CENTURIES.

On August 26, J. C. Knowles, of the Kings County Wheelmen, of Brooklyn, started to ride 3,000 miles in thirty consecutive days, riding 100 miles each day. He selected a route running from the clubhouse on Bedford avenue to Oakdale Station, L. I., and return, and chose for his mount a League Chainless cycle weighing thirty pounds, fitted with Simplicity 47 tires. He accomplished the feat after many hardships.

On September 19 three and three-quarters inches of rain fell between 8 o'clock in the morning and 5 in the afternoon, yet during the rain—it being the severest storm that has visited Long Island for five years—Knowles, though at times running through water several inches deep, covered a little over ten miles an hour, completing the distance in 9 hours and 45 minutes riding time. On the completion of the 3,000 miles his wheel was taken apart and the bearings examined. The beveled gears did not show the slightest wear and the machine ran as freely as the first day it was ridden. The gears and all working parts being inclosed in dust and water proof cases alone enabled him to complete his ride in the heavy rains and muddy roads, which he experienced during his rides.

The tires do not show the slightest evidence of wear, or any signs of use, except the two patches which were required to repair the two punctures received in the ride of 3,000 miles. From the start to the finish Knowles did not have to use the pump on his tires except on the two occasions when the tires were punctured, which were repaired by him on the road inside of 5 minutes. After completing his task of riding 100 miles each day for thirty consecutive days, and gaining six pounds in weight the while, Knowles decided to continue riding until October 31, making 100 miles each day.

## STOLEN.

A reward of \$25 is hereby offered for the recovery of the below mentioned Victor bicycle, and \$10 for each of the others:

October 4, at 10:30 a. m., from Pearl street, Victor, '94 pattern, No. 52451, register No. 5273. Black steel rims, nicked spokes, rubber pedals. Ladies' Queen City, No. 5751, registered No. 7123, with one and a half inch cushion tires.

September 3, Labor Day, Queen City, diamond frame, from 173 State street, No. 1162 on forks.

September 17, Majestic, diamond frame, No. 8310, from 9 Cortland street, taken between 7 and 8 p. m. Wood rims. Address all information to J. P. Cleary, superintendent of police, Rochester, N. Y.

Also at the same time, one Cleveland, No. 4921, Model No. 4, gray tires, dropped racing handle-bars, goose-neck saddle post, property of Frank McCoy. A reward of \$25 is offered by J. N. Haller, chief of police, Lima, Ohio.

## Louisville Still in Business.

LOUISVILLE, KY., Oct. 8.—J. W. Spalding has purchased his partner's interest in the firm of Spalding & Stiglitz, and will continue the business under his own name. He will continue to handle the Fenton and Keating wheels.

The Union Mfg. Co. is another furniture house that has gone into the cycle business. They have taken the agency for the Falcon wheels, and have laid in a good stock of sample wheels.

The firm of W. A. Rubey & Co. has dissolved, A. P. Viglini retiring. Rubey will continue the business himself, and will devote considerable attention next season to building wheels to order. The wheels that he built this year have stood up remarkably well, and he intends to make some improvements and new patterns.

R. C. Wayne has bought an eight-acre tract of land on the Southern driveway, south of the city. He will build himself a residence upon it, and will also furnish a dirt track that will be open to all cyclers, upon which they may train or ride for pleasure.

The new cycle manufactory is still in embryo. It is promoted by several parties who are largely interested in a land company in the suburbs south of the city. If they can succeed in raising the necessary amount of capital, it would be of great benefit to the suburb in bringing a large number of the employees to the place.

## Hard Test of the Stearns.

E. C. Stearns & Co. recently received the following from Matthew A. Stewart, of Memphis, Tenn.: "I have recently returned from a three weeks' tour over the rough and rugged roads of Tennessee, Mississippi, Alabama, including the blue grass regions of Kentucky. The roughness of the roads, together with the intense heat, made our journey extremely hazardous. Although traveling a distance of some 1,200 miles, which would easily have equaled 3,000 miles in point of wear and tear on northern roads, the trip has certainly demonstrated the durability of the materials of which the Stearns bicycles are built, taking into consideration my weight of nearly two hundred pounds, also carrying seventeen pounds of paraphernalia.

"The Yellow Fellows were greatly admired throughout the trip, notwithstanding the fact that I rode an old last year's Model B, thirty-two pounds, with one spoke broken, which is, to say the least, remarkable. Prof. R. B. Hopkins, physical director for the Y. M. C. A., accompanied me. He is a great athlete, and although thoroughly trained, on account of the heat lost twenty-five pounds, while I created such a gigantic appetite as to almost bankrupt some of the restaurants, and only lost four pounds.

"On the trip we became exceedingly weary and at times hungry, but never tired of the Morgan & Wright kind, for we found them to be good tires, and somebody is in love with the Stearns—it is Hopkins, and is like the Yellow Fellow himself—'a good fellow.'"

At Niagara Falls, on September 29, Columbias won three firsts and three seconds, a clean sweep of all the races won. Racing men are enthusiastic over the performance of single tube tires on Columbias, and, as ever over the Columbia wheel generally.



## ENGLISH TRADE NOTES.

LONDON, Sept. 29.—With the close of the racing season comes a cry from the trade of the heavy demands which have been made upon it by the speed merchants, and several of the cycling journals have openly commented upon the matter in no measured terms. The fact is that, despite the licensing scheme and the efforts or half efforts which have been made to enforce it, the makers' amateur has been more rampant than ever, and instances have been mentioned where sports secretaries have actually been referred to the viaduct depots for entry fees which should have been paid by this or that "amateur." The N. C. U. seems absolutely powerless to deal with the matter, although all the circumstances are very well known to many of the officials. What then is to be done to prevent this state of things and to reduce the tax upon the trade which is yearly becoming more and more felt? The question is one which will surely have to be faced in the near future, for the profits now earned by manufacturers are not sufficiently high to warrant the expenditure at present incurred. It seems to me that the matter should be taken in hand by the manufacturers themselves and that some understanding should be arrived at by the rival houses before the commencement of next season, in the interests of all concerned. What with tire rates and the M. A. tax the cycle maker's lot is even worse than that of a policeman.

So great, however, is the desire for notices at any price that one or two firms have even descended to employ ladies—women I should say—to go for "records." I question whether there is much business tact displayed by simply flying in the face of public opinion, but there are certain people who believe in getting an advertisement, no matter how. I sincerely hope that English wheelwomen will refrain from patronizing any house which seeks to enhance its reputation by the announcement of "ladies' records." Such rides—always in bad taste—are, when accomplished in the interests of a manufacturer, diametrically opposed to the advancement of the sport and trade.

I hear from Mr. Lamb, the secretary of the Stanley show, that two-thirds of the available space has already been applied for, so that any firms wishing to exhibit will have to send in their applications at once. The original show is certain to be a success, although I venture to think that a mistake has been made in allotting so much space in the galleries to sewing machines. As a cycle exhibition the Stanley show has lived and been honored in the past, why alter its character now?

As I have said before I do not anticipate any very startling novelties at either of the shows. A season has passed since the Boudard gear was first exhibited and opinions are still divided as to its real merits. Another thing which has lingered with us is the spring chain wheel, but as nobody seems to have used the arrangement in any important event I do not expect it to survive for long. Nevertheless it has received an inordinate amount of puffing in certain quarters, but then there is money in it, at least up to the present.

The Bamboo bicycle may be seen (as likewise it may not), but it can only be looked upon as a curiosity. The machine has been patented by Messrs. Harrington & Anthony, of Wolverhampton. The frame and handle-bar are made of bamboo, and the various lugs and joints necessary are formed of a composition, the nature of which is not yet known to the world. It is said to be unbreakable, but can be sawed and filed, and to be altogether easier to work with than steel. A roadster machine, fitted with steel rims, weighs about twenty-four pounds, and it is said that a racer can be built under sixteen pounds and will be more rigid than any machine at present on the market. Other advantages claimed are that it can be built very quickly and at far less cost than an ordinary machine, while the material is less expensive. Naturally the inventors are very sanguine of the success of this new form of cycle, but what I want to know is, will it stand the weather? Personally I don't propose to be bamboozled at present.

The figures for the cycle export trade for the first eight months of the year are now published and the total amount is \$5,017,240, being an increase of \$621,105 over last year's figures for the same period.

During a flying visit to Coventry this week I heard a good deal of favorable comment on the Rudge-Whitworth combination, and it is evident that it is thought very well of in the Midlands. The general opinion seems to be that those who obtain shares will be fortunate. I hope that time will prove this view to be correct. Any way both firms have a splendid reputation.

Notwithstanding the fact that the geared ordinary is practically dead there are still many riders who believe in the front driver, and the performances of Bowie and Knight in the race for the Anchor Shield last Saturday certainly demonstrates that the Bantam at any rate, is a more speedy cycle than many suppose. Neither of the men can be considered in the front rank of flyers, and yet they piled up totals of 241 and 226 miles respectively.

Mr. Lawson, of the "pulling pedal" fame, is bringing out a new gear.

I have not seen it, but I expect that, like most of the others which have lately been patented, it is of the Boudard type. The fact is there is a very serious epidemic of gears just now, almost as bad as the one which raged some ten years ago, and infinitely more foolish, for the years of experience which have passed since then should have taught even cycling inventors that nobody can get more power out of a machine than they put into it. Of course with two speed gears this does not apply and there are many who may feel some slight benefit from their use, but what I mean to say is that all these gears which are said to enable a man to drive a wheel speeded to eighty or ninety with the same ease as, say, a sixty-gear machine, are simply ridiculous. As well search for perpetual motion. The folly of the alchemists of the middle ages was wisdom personified compared with madness of the gearful men who are now unsettling the cycle trade to no purpose.

WILL 'O THE WISP.

## AN AD VALOREM DUTY.

WASHINGTON, D. C., Oct. 8.—Among the documents on file in the committee room of the Senate finance committee, where the new tariff law had its birth, are a lot of letters received by the committee from manufacturers all over the country, in response to Senator Vorhees' circular letter asking for information. These letters are full of meat, and are of great interest to the trades they represent. Among the letters received from the manufacturers of bicycle materials the following will be found most interesting:

Philip S. Justice & Co., of Philadelphia, Pa., importers of steel tubes, reply: "Our firm are the agents and American representatives of one of the largest English makers of weldless steel tubes, used to such a large extent in the manufacture of bicycles. Whatever our personal views may be regarding the practical results to America and Americans, under the various economic policies of protective tariff, tariff for revenue only, or absolute free trade, we feel as the representatives of our valued English friends, that we should lay before your committee the results that will surely follow, so far as the steel-tube business is concerned, if the present Wilson tariff bill passes, as published in the various papers.

"The tariff act of 1890 placed a specific duty of 2½ cents per pound on 'boiler or other tubes, pipes, flues, or stays, of wrought iron or steel.' The Wilson bill, as published, on the same articles makes the rate of duty 25 per cent. The tubes used for cycle purposes range from about five-eighths inch to one inch outside diameter, with walls of No. 18 to No. 24 gauge, and consequently weigh very light, the result being, that the specific duty of 2½ cents per pound, is less than 9 per cent ad valorem on the invoice price.

"Under this amount of protection the American manufacturer has grown to large proportions, there being at least four large and well equipped establishments for making these tubes now in America, with several others in prospect. It is evident that the American makers are fully able to more than hold their own under the present rate of 2½ cents per pound duty (equal to say 9 per cent ad valorem) as evinced by the fact that they are quoting lower prices than most of the foreign makers can approach. To increase the present rate of duty of practically 9 per cent to what is proposed in the new bill, say 25 per cent, would in my opinion be a prohibitive duty.

"To more explicitly demonstrate what I have tried to explain, we will take an actual example based on an invoice of tubing received last year: The net amount of invoice was £44 9s. 3d., or \$217.37; duty on 670 pounds, at 2½ cents per pound, \$16.75, total \$234.12. Under the Wilson bill the result would be as follows: Net invoice amount, £44 9s. 3d., or \$217.37; 25 per cent duty, \$54.34, total \$361.71. Here is an increase of more than 200 per cent over the present rate of duty, which may or may not be the desire of the committee, but which they should be aware of before final action."

The Ellwood Ivins' Tube Co., of Oak Lane, Philadelphia, Pa., also manufacturers of steel tubing, write as follows:

"The company was organized in June last only (though its president, Mr. Ellwood Ivins, had carried on the business in a small way for some years prior to that date), and has only just begun business; it is therefore not possible to answer categorically the questions asked. Competition, both domestic and foreign, has increased materially. We prefer an ad valorem duty as more easily collected, less liable to evasion, and in every way preferable. We believe the recent depression to have been caused by the popular fear of a silver basis, and consequent unsettling of values causing healthy improvement to be delayed by the failure to promptly conclude all financial legislation. Our manufacture is of seamless tubing and the metals of which made, steel, aluminum, brass, copper, etc., are raw material.

"We employ nearly all skilled labor; foreign articles enter into competition with us. Our goods are not exported to any considerable extent at present. Cost of manufacture has been much reduced by improved

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**  
**OUR 52 TIRE WEIGHS 1 1/2 POUNDS**  
GUARANTEED FOR THE ROAD  
THEY ARE WINNING SOME  
HAVE YOU NOTICED IT?  
**MORGAN & WRIGHT**  
CHICAGO



methods since 1883. The largest article of manufacture is steel tubing for bicycles, steam boilers, and machinists' uses. It is made for the most part of Swedish steel, costing in Birmingham 10s. 6d. per cwt. of 112 pounds—2¼ cents per pound. Under the McKinley tariff the duty on this steel is 12-10 cents per pound or 53 per cent. Tubing one inch in diameter weighs about a half pound to the foot, and costs in Birmingham about twelve cents a foot, or say 24 cents a pound. On the manufactured product the McKinley bill imposes a tax of 2¼ cents per pound, or less than 10 per cent.

"The sketch of the Wilson bill published reduced duty on both steel billets and tubing to 25 per cent ad valorem. We believe ourselves entitled to a protection above the cost of the steel, which can not be made here, but ask, at any rate, that the discrimination of the McKinley tariff against the manufactured goods be remedied. We ask that Swedish steel, a grade of metal not made in this country, be admitted free of duty, and that a duty not less than 25 per cent be imposed on tubing of steel or other metal. We also submit the reply of the Shelby Steel Tube Co., of Shelby, Ohio, manufacturers of cold-drawn steel tubing which reads: Amount produced to August 1892, about four hundred and fifty thousand feet, value thereof, \$73,466.88. From August 1892 to August 1893, amount produced 2,100,000 feet, value \$314,167.73. Have run about half time since June 1893. Reason, curtailed demand.

"Our judgment is that an ad valorem duty would be the most just in our line of production, and our reasons for this are, the facts that the older countries have had a much more extended experience in the production of these goods than we have, and by virtue thereof, are enabled to produce much cheaper goods than we can with our limited experience. At the time of the passage of the tariff act of 1890 there were no manufacturers in America. Foreigners had the entire trade of the country. But to draw, in the manner we do, we have, thus far, been compelled to get our raw material, known as steel billets, from Sweden, and, as the same was unknown at the passage of the last act, they are classed under clause No. 146, value less than four cents, duty 1.6 cents; while the finished product, with over 90 per cent of labor, is admitted under clause No. 157, boiler or other flues, at 2½ cents per pound specific, while the same article in tricycles is charged at 45 per cent ad valorem. Thus you can readily perceive the great inequality and injustice from which we are suffering, in other words, upon our raw material specific, we are paying about 40 per cent duty, while the manufactured article, coming in as it does per pound, is paying a duty of only about 7 per cent.

"The proposed Wilson bill as introduced into the house, is very much

more satisfactory to us than the one now in existence, as both the raw and manufactured material, as we construe it, are admitted under the ad valorem clause, therefore, this will bring our raw material to a lower basis and properly equalize the duty upon the manufactured product. The wholesale prices in 1890 were 22 cents per foot, in 1892, 16½ cents, and at present date 12 cents per foot. There has been material increase in competition in foreign countries and a slight increase in our country during the past year.

"Ad valorem duty would be more satisfactory, for the reason that over 90 per cent of the cost of our production is due to labor, and under the present system of specific duty all grades are admitted the same and valued by the pound instead of per foot, as it is sold and charged at; in other words, a fine drawn tube, with great labor expended thereon, is admitted the same as a heavy pipe would be, with a small amount of labor thereon. Are not producing as much, in proportion to our capacity, as in 1892. Cause, curtailed demand; wages have remained stationary; cost of living has been about the same during the past four years. Steel billets are raw material to us; our goods are necessities.

"We pay the rate of 7 to 8 per cent on loans. Immigration has had no effect, as we employ none but Americans. Our labor is about half skilled. Reduction of duty on goods must be met by reduction of wages. We employ at present 130 persons; when running full capacity, 275. Common laborers, \$1.35 per day; skilled laborers, \$2.25 to \$3.50. They work fifty-nine hours per week. Our present competitors are foreign manufacturers.

"We export to Canada, Nova Scotia, and New Brunswick. Prices the same as in America; selling prices have decreased since 1892. If our raw material were free, we have confidence that we could compete with any foreigners. However, we believe, that an ad valorem duty upon the finished product would work to the interest of all connected with the business, at least until such time as we have had an experience in the development of skilled labor that would put us upon an equal footing with foreign manufacturers. Prices in 1890, 22 cents per foot; 1892, 16½ cents, present price, about twelve cents per foot.

"We should recommend a change from specific to ad valorem."

#### THE WESTERN TRAIL

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**THE 1895 SUN**

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**SAMPLES NOW READY**

**ALUMINUM RIMS**

**EAGLE**

NOT HOW CHEAP BUT HOW GOOD?

NOT HOW CHEAP BUT HOW GOOD?



# THE BEARINGS

Vol X  
No 12

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, OCTOBER 19, 1894.

## ZIEGLER, ONE MILE, 1:50.

Johnson's Record Taken Away From Him by the Speedy Little Californian—He Beats His Pacemakers Out Easily.

SACRAMENTO, CAL., Oct. 16.—Today Otto Ziegler snatched the laurel wreath from Johnny Johnson's brow and it now decorates the forehead of California's pride. California has gone mad and the name of Ziegler is as famous as that of Grover Cleveland in the land of flowers. And all this just because he rode a mile on a bicycle faster than any other man has done. Ziegler's mile in 1:53 $\frac{3}{4}$  last week caused many to prophesy that the boy would get the record, so the announcement of the fact that he had ridden a mile from a flying start in 1:50 did not cause so much of a surprise as it might have done two weeks ago.

The day was perfect for record breaking. There was but little wind blowing, while the weather was balmy. Ziegler has been in the pink of condition for weeks and was

### Waiting for a Favorable Opportunity.

Last week he tried an experimental mile and did 1:53 $\frac{3}{4}$  so easily that he was confident that he could break Johnson's figures without half trying. His pacemakers were in better shape, too. The course of sprouts through which they have been placed have done them a world of good.

Quite a crowd of people assembled to see the record-breaking trial which had been announced in all the papers. Ziegler came out for a warming up and was enthusiastically received. After riding around several times he retired to his dressing-room and was given a good rubbing down. Then he was ready for his trial. With his tandem pacemakers, riding as straight as an arrow, Ziegler flew over the tape for the first time. The start was a beautiful one and the timers caught him to the dot. The first quarter was reached in :26 $\frac{3}{4}$  and Ziegler was

### Riding Without a Waver.

The half was passed in :53 $\frac{3}{4}$ . This left him plenty of margin to break the record, and the crowd at once recognized the fact by cheering the little fellow. The watches showed 1:23 at the three-quarter-mile pole. To break the record Ziegler had to ride the last quarter under :27 $\frac{3}{4}$ , but he was fully capable. About sixty yards from home he came out from behind the tandem, and shot his bolt for home. His effort was well timed, for he beat the double out easily.

The time announced was 1:50, but several of the watches stopped at a trifle over 1:49, but as one of the watches was at 1:50 the timers gave that as the record. There is not the slightest doubt in the minds of the spectators but that Ziegler can ride the mile in still better time.

## ZIEGLER DOES 1:53 3-5.

SACRAMENTO, CAL., Oct. 15.—Otto Ziegler is after the mile record in earnest, and his chances are regarded as favorable by his California friends. He made an attempt on Johnson's 1:50 $\frac{3}{4}$  this afternoon, and had he been properly paced would have come very close to it. As it was he did 1:53 $\frac{3}{4}$ , running ahead of his pacemakers at the last quarter.

## MORE WORLD'S RECORDS FROM CALIFORNIA.

SACRAMENTO, CAL., Oct. 11.—Four more world's records were cut down here today, three of them being by members of the California Rambler team, and one by L. S. Upson, of the Sacramento Athletic Club. The weather almost perfect, the thermometer registering 76 in the shade, and but little wind. The races were run in the presence of a large number of spectators.

R. S. Long and Tony Delmas rode a tandem-paced half mile, flying start, against the world's record, and cut it down to :52 $\frac{3}{4}$ .

C. S. Wells went against the world's half-mile record, flying start, and reduced it from :53 $\frac{3}{4}$  to :52 $\frac{3}{4}$ .

L. S. Upson went out to see what he could do with the world's unpaced half-mile record of 1:05, Class A, covering the distance in 1:04 $\frac{3}{4}$ .

Wells rode against the world's record of :58 $\frac{3}{4}$  for a half mile, standing start. He was paced throughout by Wilbur Edwards and Thomas Hall, and reduced the record to :57 $\frac{3}{4}$ . The pacemakers were balked somewhat

by a slight accident to their wheel, or Wells would have made even better time.

Otto Ziegler undertook to lower the world's unpaced mile record of 2:07 $\frac{3}{4}$ , flying start. He went to the quarter in :30, but thought he was not going fast enough and stopped. In this he made a mistake, for on his next trial he tired on the last eighth and finished in 2:14. He made the quarter in :30 $\frac{3}{4}$ , and a half in 1:01 $\frac{3}{4}$ , or at the rate of 2:02 $\frac{3}{4}$ . He was going well at three-quarters, and could he have maintained anything like that speed to the wire, he would have considerably lowered the record.

A telegram received last Tuesday by G. & J. says that Ziegler rode an unpaced quarter in :25 $\frac{3}{4}$ , breaking the record of :26 $\frac{3}{4}$ .

## TWO QUARTER-MILE RECORDS BROKEN.

DECATUR, ILL., Oct. 15.—Two records were broken at the race meet here today. A. I. Brown, the speedy Cleveland, won the quarter-mile Class B, in the record time of :28 $\frac{3}{4}$ , while W. J. Klinger of Terre Haute, captured the quarter in :29 $\frac{3}{4}$ , record for Class A. A small gale was blowing at the time on the rider's back, and as the track is a mile one, the riders had a quarter mile straightaway. The last quarter of the mile open, Class B, was ridden in :26 $\frac{3}{4}$ .

The track was never in better order, a large and splendid field of riders was present, the prizes were sterling and 1,500 people were present. Decatur has endeavored several times to get up race programmes of this character, and each time, though the attendance was satisfactory, the character of the races and the field of riders were much inferior to the meet which was held here Saturday. It was without doubt the finest race programme and list of races ever gotten together in Illinois, barring Chicago.

At the close of the events A. I. Brown made an attempt to lower the paced quarter of a mile record which is :24 $\frac{3}{4}$ . He made two attempts and was paced by the Johnson brothers on a tandem. The first time they failed to get a good start and the second time he made it in :25 $\frac{3}{4}$ .

### Summaries:

One-mile novice, Class A.—L. L. Wimmer, Decatur, first; A. F. Wilson, Decatur, second; Ray Hall, Decatur, third. Time, 2:58 $\frac{3}{4}$ .

Quarter-mile open, Class A.—W. J. Klinger, Terre Haute, first; Oliver P. Bernhart, Toledo, second; A. J. Nicolet, Champaign, third. Time, :29 $\frac{3}{4}$ .

One-mile open, Class B.—L. D. Cabanne, St. Louis, first; E. C. Johnson, Cleveland, second; James Levy, Chicago, third. Time, 2:44 $\frac{3}{4}$ .

Two-mile handicap, 50 yards, Class A.—E. E. Anderson, Roodhouse, first; Horace G. Baine, Chicago, 200 yards, second; F. C. Van de Sande, Chicago, 100 yards, third. Time, 5:13 $\frac{3}{4}$ .

Quarter-mile open, Class B.—A. I. Brown first; E. C. Johnson, second; L. D. Cabanne, third. Time, :28 $\frac{3}{4}$ .

Half-mile open, Class A.—O. P. Bernhardt, Toledo, first; A. J. Nicolet, Champaign, second; G. A. Maxwell, St. Louis, third. Time, 1:15.

One-mile handicap, Class B.—L. B. Johnson, 65 yards, first; E. C. Johnson, 40 yards, second; C. R. Coulter, Toledo, 50 yards, third. Time, 2:48 $\frac{3}{4}$ .

One-mile handicap, Class A, Decatur Cycling Club members.—Ira Clokey, 175 yards, first; A. A. Wilson, 150 yards, second; C. S. Batchelder, scratch, third. Time, 2:30 $\frac{3}{4}$ .

Unpaced mile, standing start, Class A.—E. E. Anderson, Roodhouse. Time, 2:26 $\frac{3}{4}$ .

One-mile consolation, Class A.—J. F. Faries, first; Dan Coburn, second. Time, 3:32 $\frac{3}{4}$ .

## ANOTHER UTAH RECORD.

SALT LAKE, Oct. 11.—Roy Tisdale lowered the two-mile state record from 5:07 $\frac{3}{4}$  to 5:04 $\frac{3}{4}$  today. The Salt Lake Cycle Co.'s team, of which Tisdale is a member, now hold state records for all distances, from a quarter mile to twenty-five miles, inclusive, with the exception of the three-mile.

SALT LAKE CITY, UTAH, Oct. 17.—Roy Tisdale, today, completed the chain of state records held by the Salt Lake Cycle Co.'s racing team, by breaking the three and four mile state records in 7:52 and 10:28 $\frac{3}{4}$  respectively. This team of four men now hold the state records for all distances from a quarter mile to twenty-five miles.

## SMITH GETS THE RECORD.

NEW YORK, Oct. 15.—Letter-Carrier A. E. Smith completed his ride from Chicago to this city last night at 7:05. He reported a serious fall down an embankment at Peekskill. His time was 7 days 13 hours 35 minutes, breaking the northern route record by over 8 hours.



## NEW ENGLISH RECORDS.

**Wridgway, Ellis, Betts, and Others Create New Figures for Various Distances—Cement vs. Wood.**

LONDON, Oct. 6.—Although the racing season is virtually over, quite a number of interesting performances have occurred since I last wrote. Last Saturday F. Martin, who has on two previous occasions this season made unsuccessful onslaughts on the London-to-Bath-and-back record, started on a third attempt to beat C. G. Wridgway's figures which stood at 14:22:57 for the 217½ miles. Martin was opposed by a steady easterly breeze on the return journey, and succeeded in beating Wridgway's record by the slender margin of 6 seconds only. There was some doubt entertained whether the Road Records Association would allow such a trifling reduction of the old time to appear in their books. However, all this is now set at rest, for on Thursday C. G. Wridgway made a successful attempt to regain the record for himself, beating Martin's time by no less than 1:27:37. Wridgway's time, 12:55:14 works out to 16.3 miles per hour throughout. This shows that Wridgway, whose performance over this very course first brought him into prominence last summer, has lost none of his speed powers.

At the London County Grounds, Herne Hill, on Monday, W. Ellis rode 100 miles, on a single tricycle, in the world's record time of 4:38:58½, beating the record made at Putney on September 20 by Ernest Steel (who on that occasion covered the distance in 4:58:33½) by nearly 20 minutes. But for the chain of his machine breaking in the eighty-first mile Ellis would have done better still. He

### Began to Break Record

at six miles—doing 15:45¾, as against Lewis Stroud's old record of 16:46¾, and, excepting at the twenty-third, twenty-fourth, and twenty-fifth mile, all his figures eclipse the previous best standing at various stages to the credit of Echalie, Bowen, Bidlake and Steel. Ellis' hour distances were: First hour, 22 miles 693 yards; second hour, 44 miles 1,100 yards; third hour, 66 miles 480 yards, and fourth hour 86 miles 1,370 yards.

The two-mile safety record has been allowed to remain undisturbed since A. W. Harris reduced it to 4:20 at Herne Hill last year. On Wednesday evening last, however, J. Platt Betts, who holds the English mile record, succeeded in reducing Harris' figures by ¾ seconds, on the same track, Betts doing the distance in 4:19¾. Jack Dring timed.

On the North Road last Saturday, Syd Begbie and T. G. King, Jr., both of the North Road Club, beat the fifty-mile tandem tricycle record by 2:19, riding the distance in 2:16:50. They were paced for twelve miles only, and suffered from a wind.

### It Is Interesting to Learn

the opinion of practical riders upon the subject of the much-discussed track surfaces, and the following opinion from A. E. Walters, the recent winner of the Anchor Shield race, and holder of the 12-hour world's record will be read with interest. Under the date of October 2 Walters writes as follows: "I felt none of the vibration so much talked about, except a little numbness at the finger tips which I have felt quite as much on other surfaces. As regards the side slip, I rode for 12 hours and never experienced the slightest side-slip in spite of the wet." G. L. Hillier, in quoting this testimony of Walters' to the superiority of the Herne Hill battens, compares his remarks with those of Rudham, the previous holder of the record who rode on the Putney cement. Rudham has declared that there is as much vibration in five miles on Herne Hill track as in a 12-hour ride on cement. Hillier points out the obvious deduction, that, if Rudham's opinion be correct, Walters must have endured vibration equivalent to that experienced in riding 12,800 miles on cement, which makes his performance one of the greatest magnitude, when it is considered that he (Walters) not only endured this drawback, but added six miles to Rudham's score on a much worse day than Rudham was favored with at Putney.

Harry J. Swindley has ridden twenty miles on

### The New Bamboo Bicycle,

and describes his impressions of it very interestingly in *The Cyclist*. Crowds of people have been gazing at the strange looking machine during the week, in the window of the Preston Davies' tire depot. The general opinion as to its appearance is that it is very ugly.

The new rule of the N. C. U., passed this summer, which invalidates records not made at openly advertised race meetings, is likely to create some trouble. During the past fortnight several well-known riders—Platt Betts, J. Robertson, and W. Ellis—have been breaking records under circumstances which admit of no shadow of suspicion. Although these performances were timed by Union watch holders, they can not be accepted by the records' committee—under the new rule. Needless to say, compilers of records will accept the new times, and thus there will be two sets of amateur records. It is difficult to see what the Union can do. Its object in passing the new rule was to discourage the making of records for purposes of trade advertisement

C. W. HARTUNG.

## "WHEELMEN'S NIGHT" AT ST. LOUIS.

ST. LOUIS, Oct. 15.—Saturday night was "Wheelmen's Night" at the exposition, and it was a howling success, literally speaking, for one or two of the clubs had supplied themselves with whistles, and with them and cat-calls they showed how different riding a bicycle can make some people, and the difference was hardly favorable. The distribution of copies of the current issue of *THE BEARINGS* was one of the features of the evening, and

the stand from which they were given out was the center of a crowd of wheelmen all eager for copies. Bandmaster Sousa played specially selected music for the occasion, and a fair rider in bloomers posed in the living picture. So altogether the evening could be considered a success.

L. D. Cabanne is here with the Cleveland team, and on Thursday will make an attempt to lower some of the state records, and also the two-mile standing start record. The record fever seems to have broken out badly in this locality, as on Saturday Bert Harding will go for the American 100-mile record, if the weather is favorable, while E. E. Anderson and G. A. Maxwell will go for some of the short-distance Class A records.

J. A. Weaver's De Soto record has stirred up things in that direction and more than one rider has his eye on that record. They have all been invited to participate in the St. Louis Cycling Club's round-trip De Soto run on October 28, and the chances are that it will develop into the hottest kind of a scorch.

## RAYMOND JOINS THE TRADE.

Probably the greatest surprise in trade circles for months was the announcement last Saturday that H. E. Raymond had decided to abandon the real-estate business and try his hand in the cycle trade. The announcement came like a bolt of lightning in a clear sky. The smartest chairman that the Racing Board has ever known has become identified with the Sterling Cycle Works, and after December 1 will be vice-president and superintendent of agencies for the Sterling company. Of course this will necessitate his removal to Chicago, and that means that the east has lost another good man, and that Secretary Bassett will not be lonesome in this far-off western metropolis.



H. E. RAYMOND.

### Raymond's Farewell.

TO MY FELLOW MEMBERS, L. A. W.:

*Gentlemen:* Consistent with the policy of the L. A. W., which dictates that no member of the cycling trade shall be identified with the governing board over the cycle racing in this country, I desire to make known at once that on and after December 1, 1894, I will not be eligible to fill my present post among you.

I have accepted the vice-presidency of the Sterling Cycle Works of Chicago, Ill., and shall commence my duties in that connection on the above date.

Having lived so long and pleasantly among you it is needless for me to emphasize how deeply it pains me to sever a connection with a department, which it has been my earnest study and effort at all times to improve.

That I have failed in many things, I am conscious, but in rendering up my stewardship I desire that no reproach or failure from the standpoint of honor shall be lodged against me.

It will readily be understood why I myself hasten to publicly announce my connection with the trade.

Without loss of time I placed at the disposal of President Luscomb my resignation.

Your president considers that it would seriously cripple the work of this department were I to relinquish the reins until the end of my present term.

It has been impressed upon me that that portion of the year is over, which would make a trade connection a disability, and that I should at least remain in office so as to compile and prepare the annual report of my committee.

I am unwilling, after so many years of service, to leave anything undone which should be accomplished before I bid good-by to Racing Board matters, and I have consented to fill out the term, and defer my leave-taking to the next annual meeting of the National Assembly in February.

In retaining my office I do so under no misrepresentations. This announcement is due both the members of the L. A. W. and myself.

I feel that in whatever walk of cycling life my footsteps may lead me, I shall still find my friends, as in the past, among the members of the League and the wheelmen of this country. Fraternally, H. E. RAYMOND.

### Raymond's Resignation Refused.

NEW YORK, Oct. 16.—Chairman Raymond's resignation has been refused by President Luscomb, and Raymond will continue his duties as chairman of the Racing Board in Chicago. Mr. Luscomb refuses to be interviewed on probabilities of his filling Raymond's vacancy next year.

## BANKER'S BIG HAUL.

PARIS, Oct. 14.—George Banker, won the grand prize of Paris at the bicycle races today. Delansorme, a French bicyclist, was second. The prize is a work of art, valued at 2,000 francs, to which the city council add 750 francs and a gold medal.



## GIMM DOES IT.

**He Breaks Spooner's 24-Hour Record with Apparent Ease—Does 383 Miles 1,490 Yards.**

CLEVELAND, OHIO, Oct. 16.—Louis Gimm, of the Cleveland Wheel Club, made a second and more successful attempt to lower the 24-hour record at the Newburg track, beginning Monday at 5 p. m. The first attempt was on Friday last, and was spoiled by rain on the eighty-seventh mile. The first 100 miles were made in 5:06:13½. The rider here left the track for 19 minutes. At the 121st mile he was obliged to again leave the track, this time on account of rain, and 34 minutes were lost. A muddy and slippery track then made fast time impossible, until it was beaten into shape again.

The second century was made in 11:46:25, and at the end of 12 hours' riding the score stood 203 miles 1,580 yards, just 700 yards better than Spooner's time for the same distance. The third hundred was reeled off in 18:23:50, and at the end of the 24 hours the score stood 383¼ miles and about 150 yards, beating Spooner's time by over eight miles.

Fully 2,000 people witnessed the last twenty miles, and yelled themselves hoarse every time the plucky rider crossed the tape. Gimm was comparatively fresh at the finish, doing the 380th mile in 2:57. At the finish he was lifted from his wheel by his happy club mates, wrapped in an American flag, and carried to his quarters. Gimm rode a Triangle, fitted with M. & W. tires. The last mile was made in 2:54.

### Gimm's First Trial.

CLEVELAND, Ohio, Oct. 15.—At 5:05 o'clock Friday afternoon, Louis Gimm started at the Newburg track to lower the 24-hour record. A drizzling rain set in shortly before the start, but it looked favorable for a clearing up as the time set approached, and, as the rider was anxious to start, he was allowed to go, paced by Wesley Simmons and Tom Booth on a tandem. The first mile was made in 2:57. Fifty miles were done in 2:35:48. Two accidents had occurred up to this point to delay the rider. First, a puncture, which necessitated a change of wheels, and then one of the pacemakers ran into the fence, and Gimm went over him and fell heavily to the ground. A skinned knee was the result. Gimm finished the lap alone. At the sixty-seventh mile the rain began to fall again and at 87½ the track had become so slippery that it was impossible to hold the turns, so Manager Harry Chapman called the event off, with the announcement that there would be another attempt Monday night, weather permitting. The time for the 87½ miles was 4:07:30, a gain of about 18 minutes over Spooner's time for the same distance.

There has been a great deal of secrecy the past week concerning a split in the Lakeside Cycling Club ranks. It seems that some members wish to make the club a little more exclusive, and then again some remedy is wanted for a class of club men you will find in every club—delinquents. The present membership is about 135; the expenses are high, and the full amount is needed to make both ends meet. The plan suggested is to raise the dues to double what they are at present, or \$2 a month, and limit the membership to 100. This would be a weeding-out process, as a club member explained it. If this plan failed to work with the element in question it would simply mean the formation of a new club with a new charter and new quarters. One member is quoted as saying that he can guarantee sixty-five members at \$2 per month each for a new club. The Lakeside club has, since its organization, been one of the most successful cycling clubs

in the country. It has a racing team that has held its own among the fastest men on the path, and as a club it has won several prizes at state meets as the largest and best appearing club in the annual parade. The members are mostly young men and full of enthusiasm over anything regarding cycling.

Louis Gimm on Thursday last received a gold-mounted revolver as his prize in the Pittsburg-New Castle road race. Accompanying the prize was a bill from the race promoters for a lunch eaten at the turn and a request to remit at once. The lunch was a sandwich and two cups of coffee, and the bill was 15 cents! "That's Pittsburg!" exclaimed a bystander, who, by the way, has just returned from a half year's residence there, "if any outsider gets anything out of that town, he's a good one."

The Rover Wheel Club is greatly worked up over a century that was to have been run Sunday, and was advertised by entry blanks, etc., as the annual century of the Rover Wheel Club. The club desires it to be known that it did not countenance Sunday runs and that the promoters of the century had no right to use its name.

## HOT CAMPAIGN IN COLORADO.

DENVER, COLO., Oct. 12.—Colorado is not going to be outdone by the

New York division this fall in having a real hot election. The political pot is boiling over and there are candidates galore for every office and the rivalry is most intense. J. A. McGuire, the present incumbent of the chief consulship, has been renominated on the official ticket, and he has for an opponent W. E. Perkins, the nominee of the Ramblers. For the vice-consulship there are three nominations, L. A. Pease (official), A. S. Blake (Ramblers), and G. L. McCarthy (independent), with the chances of election largely in favor of the latter, who numbers his friends by the hundred all over the state, owing to his splendid record as an official, both in the division board and the Denver Wheel Club.

Harry M. Booth, the present secretary-treasurer, has been renominated for his third term and has for an opponent Wm. R. Marshall, captain of the bicycle division of the Denver Athletic Club. The chances are in favor of Booth's re-election, as he is a most competent offi



THE STERLING TEAM.

MANAGER, M. F. DIRNBERGER. TRAINER, FRED BUCKBEE.  
A. D. KENNEDY, JR. W. W. TAXIS. H. H. MADDOX.

cial. There are any number of nominations for representatives-at-large and more to hear from. Altogether it is a most interesting "scrap." The following ticket will probably be elected: Chief consul, J. A. McGuire; vice-consul, G. L. McCarthy; secretary-treasurer, H. M. Booth; representatives at-large, G. E. Burleson and C. H. Hilton, Jr., Denver; G. B. House, Greeley, and B. W. Cole, Pueblo. This ticket is indorsed by the Denver Wheel Club who managed the national meet, and as they have the confidence of the members at large, their indorsement will undoubtedly elect the ticket.

## TROY GOES AFTER ZIM.

NEW YORK, Oct. 16.—W. B. Troy sails on the "Campania" Saturday. He will return on the "New York," leaving November 1. The rumor that the Madison Square Garden deal is off is untrue. Zimmerman and party will return with Troy, or on another steamer.

## The Monarch Road Race.

The employes of the Monarch Cycle Co. contested in a five-mile road race Sunday morning, at Palmer Square. There were fourteen entries, and the four first riders in were: P. Van Tine, 3 minutes, first; Chas. Haas, scratch, second; G. Burandt, 1 minute, third; R. Scharr, fourth. Haas rode the race from scratch in 13:44.



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Copy for advertisements must be in hand the MONDAY before publication. All manuscripts intended for publication should be in hand not later than MONDAY and should be addressed "EDITOR THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same. All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

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			BOSTON, MASS. United States Hotel.

GEO. K. BARRETT, EDITOR.

**ZIEGLER'S GREAT MILE.**

Otto Ziegler, the little wonder from California, who electrified the cycling world at the Denver meet by winning three of the five championships and defeating the best men in the country has added to his laurels by reducing the time for the mile to 1:50 flat. Each time that the record has been reduced we have been called on to wonder at it and to speculate as to how much more could be taken off before the season was over until the task has become monotonous. Ziegler, although recognized as a speed merchant of extraordinary ability, was not considered as a likely candidate for the position of holder of the premier record. His victories at the national meet were remarkable, but it was a notable fact that not one of his competitors who was considered good enough for championship honors was in first-class trim. This fact robbed him of some of the glory of his really remarkable performances, from which still more was taken by his subsequent defeat at Pueblo. The result was that his actual riding ability was an unsolved problem. His latest feat has settled the question at issue, and he can no longer be denied a place in the very front rank of riders, with Bliss, Sanger, Johnson, Bald, and Titus. There is every prospect that another season will see him among the circuit chasers, with whom he will be sure to hold his own.

**SHADY RECORD PERFORMANCES.**

Charges have been made that some of the records claimed between New York and Chicago have been "faked." We have received a letter from W. S. Daniels, of Plymouth, Ind., claiming that the ride of George W. Wolfe was not made fairly. We have asked Mr. Daniels to produce the affidavits that he says he can produce and we have seen Mr. Wolfe in regard to the matter. The latter indignantly denies the charges and challenges his accuser to produce his proofs. We shall withhold our opinion in the matter until we have more complete evidence before us. Mr. Wolfe is either a much-abused man or a consummate hypocrite. We shall incline to the former belief until we have more positive evidence of the latter than we have yet seen. In the meantime a word about careful checking is in order. THE BEARINGS has the interest of the sport always at heart and is always ready to assist the honest seeker after cycling honors. To this end we are prepared to take charge of the checking of records between this city and New York or between other points and will see that it is done in a manner that will leave no room for doubt, no chance for false accusations, and that will make "faking" an impossibility. Prospective record breakers are invited to consult with us before beginning their rides.

**A CHANCE FOR A GOOD AD.**

The one-mile record has been reduced since THE BEARINGS last saw print and in the same period another record has been broken that will not attract so much attention but is in reality of more importance in this country than Ziegler's performance. We refer to the establishing of a new 24-hour American record by Louis Gimm, at Cleveland. It is considerably more than two years since the record broken by Gimm was established in Chicago by F. Ed Spooner, and since that time nine unsuccessful attempts have been made on the record. The one-mile record figures have been altered many more times than that in the same period, and the number of attempts that have been made on it will never be known. We said the 24-hour record was of more importance in this country than the new one-mile record. Why? We already lead the

world at short distances, but are far behind in long-distance times. The record is of importance in showing that there is still some ambition left to accomplish creditable performances at long distance. The rider who contemplates a 24-hour ride has very little inducement offered him. The winner of the Cuca Cup 24-hour race in England is a hero. His performance is heralded to the world. Here the breaker of the 24-hour record will receive scanty recognition for his performance. Now there is an opportunity for some big manufacturer who is looking for a good advertisement and at the same time looking to help the sport along, to offer a trophy for annual competition that will be worthy the winning, that will carry with it the significance that the Cuca Cup carries, that will awaken in American riders an interest in an entirely neglected branch of the sport. Who will take advantage of the opportunity?

**BEWARE OF OVER PRODUCTION.**

The past season has been a prosperous one for almost every bicycle factory in the country. The previous season was one of disaster to many. The reason for this is easy to find. The season of 1892 was a prosperous one; makers disposed of their outputs with unexpected ease; and were misled into thinking that they could increase them by very large percentages. This being the general rule the combined output of 1893 was greater than the demand. The result was disaster. The makers were alarmed and went ahead very cautiously with 1894 goods. Almost without exception they disposed of all the wheels that they had planned to make and in a great many cases of many more. We wish to warn the enthusiasts against a repetition of 1893, against the mistake of trying to increase their outputs too much in 1895. We hear talk on all hands of production of twice as many wheels for the coming season as for the past one. It is dangerous. It is suicidal. The year of 1893 should be a warning against this mistake for a decade to come, at the very least.

**The Seven Ages.**

No very lively imagination is needed to see the future generation proceeding through life, from the cradle to the grave, on pneumatic tires. Pedestrianism is obsolete, the horse an effete and expensive affectation.

Have we not already the bicycle with baby's seat in front? It is but a step—pardon! but a turn of the wheel—and lo! nurse is up behind on another seat, and Mr. Policeman alongside on his wheel. There goes your baby cab into the lumber room of musty memories.

Next the whining schoolboy, with slothful step. Nonsense; he already goes to school astride his bike, not unwillingly, but glad of the chance.

And then the lover. But here's the Grady-Fowler case ready to hand.

Then the soldier. To be sure, and he seeks the bauble reputation, even on his wheel, as a member of the bicycle brigade.

As for the justice, with good capon lined, faith, he's learning a trick worth two of the old bilious kind. His daily exercise on the wheel keeps his liver in good condition and gives unwonted edge to his wise saws and modern instances. And so he plays his part.

The sixth age shifts no more into the lean and slippered pantaloons, because the "shrunk shank" has been well filled out by wholesome exercise on the two-wheeled gig that needs no horse.

Last scene of all that ends this strange eventful history is second childhood and mere oblivion, sans teeth, sans eyes, sans taste, sans every thing—but not sans bicycles.

Shall we not in the end see him wending to his grave between lines of bicycles?—Chicago Record.

**Centurion Gunther.**

J. F. Gunther, the Chicagoan, finished his century riding last week. He rode thirty-five centuries in thirty days, riding five double centuries in the last five days. Gunther rode a Czar, fitted with New York tires.



HOLMES AND OSMUN, HOLDERS OF THE TEN-MILE ROAD RECORD, ON A CZAR TANDEM.



## LOUISVILLE INFESTED BY THIEVES.

LOUISVILLE, Oct. 14.—The city is infested by cycle thieves who are making themselves felt. In one agency this morning was posted notices of eight wheels that have been stolen this month. Judging from these notices they take any kind of a wheel, and are no respecters of persons. In the last year three parties have been severely dealt with for this offense, all receiving penitentiary sentences, but even that seems to have no terrors for the thieves, for the crime is increasing as shown above. There is so much jealousy between the dealers that it would be almost an impossibility to get them to combine and fight the thieves. For that reason some sort of a registration company ought to find a good field in Louisville. One of the dealers here is trying to get up a local company, but the rivalry will be a great incumbrance to him.

B. W. Twyman, whose fine ride was described in last week's issue, played a slightly different role this week, in dodging the sheriff and keeping out of jail. He and a lot of other young men, members of the state guards, or more properly speaking, the Louisville Legion, have been absent from drills, and other offenses against the rules of the organization. A court-martial was held and fines were assessed against them for the offenses for which they were found guilty. Twyman was assessed \$18. The fines assessed against these gentlemen were placed in the shapes of warrants and were handed to the sheriff, who is compelled to either collect the fine or put the party in jail. To Twyman's credit it must be reported that he paid his fine promptly, and has asked for his discharge. He wants his time for training

As soon as the new track is finished, Twyman will go for

## The Twenty-Four Hour American Track Record.

Judging by his performance of last week, in riding 340 miles on a park-way against a strong wind during the entire period, he ought to put the record about fifteen or twenty miles higher than Spooner's record. He will have one advantage in his favor, he will have one of the best tracks in America to make his attempt upon. He will go into active training in about two weeks, and will continue until the track is completed. He will apply for a sanction and will request the appointment of an L. A. W. representative, and public notice will be given, so that no question can be raised about the authenticity of the record made.

The idea of a southern circuit for next spring is being quietly agitated by several Louisville gentlemen. In order to get the sentiment of other cities a number of letters were written to prominent southern wheelmen. The first to respond was the old reliable C. J. Sherer, of Memphis, who writes as follows: "To say that such an idea meets with my full approbation is not all; I propose to give it all of the assistance possible. There is no doubt in my mind that if properly worked up, that is, first, by offering liberal prizes, it will bring the 'crack-a-jacks'; and, secondly, by a proper local advertisement, it will bring a good audience. The late meet at Nashville and at Castalian Springs, Miss., is proof of this. We can have the use of a half-mile track here in Memphis that is easily reached by electric street cars, and I believe a successful meet can be held here in the spring. To do this I think the matter ought to be agitated a long while ahead, especially



for records and doesn't want to serve the state for nothing and be compelled to break all of his engagements.

The members of the Kentucky division came very near

### Losing a Chance to Vote

for a new board of officers for next year. The by-laws require that an election committee shall be appointed at the annual meet, which was not done, whether intentionally or not, is not known. The object in appointing the committee at that time is to allow any twenty members to nominate one or more members for any office that may be voted for. This nomination must be in the hands of this committee on or before October 1 of each year. The chief consul on October 6 suddenly remembered that he had not appointed this committee and wrote to the secretary-treasurer asking the latter to appoint the committee. This the latter refused to do, but recommended the appointment of Dr. H. B. Tileston and Messrs. G. M. Allison and W. L. Verhoeff, which was acceptable and these gentlemen received notice of their appointment on the 10th inst. They have gotten out the ballots and they are being mailed to the members today. As with all other divisions, the votes will be received until November 15. There is no contest for any of the offices except for representatives; four have been nominated and two are to be elected. Three of the five to be elected are members of the present board. The candidates are: Chief consul, Edw. A. Neuhausck, of Louisville; vice-consul, T. C. Walden, Owensboro; secretary-treasurer, Owen Lawson, Louisville; representatives, John Cromwell, Cynthiana; John Clendenning, Covington; John Pratt, Madisonville, and W. P. Hastings, Shelbyville.

in Memphis, for as yet no meet worthy of the name has ever been held here. Nashville you may count as an assured fact, if the enthusiasm shown at their meet last month can be taken for a criterion."

The Louisville Jockey Club evidently considers the bicycle as a rival worthy of being downed, as the sign very prominently displayed at the entrance to its grounds shows. The sign is: "No bicycles allowed in these grounds." During the horse-race meeting any kind of vehicle, from the humble coal cart to the lordly coach and four, is admitted, but no bicycles. Evidently they see the future supremacy of the cycle race over the horse race and want to vent their spleen while they have a chance.

### Davidson Among Canadian Records.

HAMILTON, ONT., Oct. 17.—Harley Davidson has returned home from his record-breaking trip in the United States and is now busy lowering Canadian records. Today he lowered the following records:

Half-mile, flying start, paced, :52 $\frac{1}{2}$ ; old record, :56 $\frac{1}{2}$ ; world's record, :52 $\frac{1}{2}$ . Quarter-mile, flying start, :24 $\frac{1}{2}$ ; previous record, :27 $\frac{1}{2}$ ; world's record, :24 $\frac{1}{2}$ . Half-mile, standing start, :58; world's record, 1:00 $\frac{1}{2}$ . Quarter-mile, standing start, :30; previous record, :31 $\frac{1}{2}$ .

The Lake View Cycling Club's football team would like to hear from any team of any other cycling club in regard to a match game to be played on Thanksgiving morning. Address Captain of Football Team, 401-403 Orchard Street, not later than October 20.



## SLAUGHTER OF THE INNOCENTS.

Chairman Raymond Catches Some, but Misses Many—Why not Try Professionalism?

NEW YORK, Oct. 15.—Slowly but surely the prediction made some short time since in these columns regarding Chairman Raymond's intention to behead a few Class A lambs is materializing. The latest one of the batch is E. Leighton Blauvelt, of Elizabeth, N. J. If Mr. Raymond finds him guilty then how under the sun can he overlook Scott, Royce, Coffin, and Grosch, all good fellows personally, but equally as guilty as Blauvelt? If a man is cast into Class B simply because he admits the true condition of affairs, why then are not those who contradict the same charge, of which they are equally guilty, dealt with in the same manner? W. F. Sims, E. L. Blauvelt, F. H. Allen, A. Gardiner, and a score of others have been found guilty of Class Bism. When did they first break the laws of Class A? Surely it was not during October, or September, or August, or even July. Taking it for granted that July 1 saw these men's downfall from the pedestal of Class A purity, then they have been receiving unfair advantages over their opponents in all the subsequent races. It has been a case of Class B riders against Class A riders. If such is the case, as it undoubtedly has been, then the attempt of the L. A. W. to separate the amateurs from the promateurs has failed, and that, too, with the brainiest Racing Board chairman at its head that ever dropped an ax on a masquerading racing man's neck. What, then, remains to be done? Ring up the curtain on the last act, the two former ones being the "amateurs," and "Class A and B." Label the final act of the farce comedy "amateurs and professionals," and save further loss of time. Once this matter is taken up there need be no more red-tape business. If, in Chairman Raymond's mind, a man riding in the amateur ranks is not what he claims, pure and simple, then

### Let Decision Come Quick.

The manner in which the thing is conducted now is too much like "law" to ever amount to anything good. If Chairman Raymond would notify Monte Scott, Paul Grosch, George Coffin, George C. Smith, F. J. Jenny, and a dozen others that they had been declared Class B men, and then let them show cause why the decision should be reversed, matters would be carried on easier and with less labor. If a guilty man would once find himself in Class B it is big odds that he would make little or no fight to get back into the class in which he has no right.

The real reason, if the truth be known, is that the Class B-A men find it easier defeating selling platers than stake racers. It's like starting that crack three-year-old, Henry of Navarre, in a maiden two-year-old race, which gives him nothing but novices to beat. Place him where he belongs, however, and we see a contest between him, Clifford, Domino, Dorian, and Sir Walter, all high-class horses, comparing favorably with Bald, Sanger, Johnson, Tyler, Bliss, and Titus.

Next year the professionals will be in America, that is the high-class professionals of the Zimmerman, Louvet, Verheyen, and Edwards caliber. Why not tear down the scant partition between them and Class B, and let it be amateurs and professionals straight? The Class B men would, every one of them,

### Prefer Dollars to Diamonds,

if it was not for the hard name that goes with professionalism (of the old school). Now, however, that gentlemen, such as Zimmerman, Wheeler, and Banker are in it, it would be more of an honor than a disgrace to be numbered among the "real people." Suppose the L. A. W. takes a hand at it, Class B was created for the good of the manufacturers and they can get as much advertising and glory for their wheels out of a big stake win in a professional race as Class B competition affords. A world's record means just as much if made by Johnson, the professional, as it does, made by Johnson, the Class B rider. Every reasonable cyclist will agree with the distinct class rule. As far as betting is concerned the mutual pool system can be used with no chance of "fixing" the men. In that manner, the pool tickets are sold, say at \$5 each. The pool sellers take 5 per cent of the total amount for their rake-off, the remainder being divided. For instance, take a field of "pros" as follows: Zimmerman, Sanger, Banker, Johnson, Wheeler, and—say Jack Prince. In the pools we find that there have been the following number of tickets sold on the different men: Zimmerman, 500; Sanger, 400; Johnson, 350; Banker, 325; Wheeler, 275; Prince, 50. Total, 1,900. At \$5 each, the net receipts would be \$9,500. The pool seller takes his 5 per cent, or \$475, leaving \$9,025 to be divided among the holders of the winning tickets. Zimmerman wins, and each man holding a ticket on him (there being 500 sold) is entitled to one-five-hundredths of the \$9,025, per ticket, or \$18.05. If "Jack" Prince should finish first, however, there being but fifty tickets sold on him, each ticket would call for one-fiftieth of the \$9,025 in the pool, or \$180.50. By this system, it would not be to the pool seller's interest whether "Zim" or Prince would win, so long as his little 5 per cent kept on, as it would if only two tickets were sold on the race. Suppose we keep up to date in America and try the experiment.

### Sims as a Football Player.

W. F. Sims, who showed so prominently as a Class A rider this season will play on the football team of Swarthmore College this fall. He is as good a right tackle as Swarthmore ever had, and his plays are always enthusiastically cheered by the spectators, among whom he is the same favorite that he was to the cycle enthusiasts.

Teams composed of three men each from the Mont Clair Wheelmen

and the Bloomfield Cyclers will race five miles over the Valley course on election day.

Several minor race meets and road events were necessarily postponed on account of rain last Saturday, among which were the fifteen-mile road race of the Manhattan Bicycle Club, the West Creek, N. J., races, and several others, none of much moment.

After Zimmerman & Co. leave France for home, Georgie Banker will be pretty near at the head of the heap. Troy says that Banker is today the second best man to "Zimmy" in Europe, and with the long fellow out of the way, there should be nothing to keep him from winning everything in which he starts.

These clubs seem likely to compose the Wheelmen's Bowling League this winter: Riverside, Atalanta, Montauk, Brooklyn, Elizabeth, Manhattan, Liberty, Kings County, Castle Point, Lexington, Metropolis, Tourist, and perhaps a few more. The social intercourse committee, of the M. A. C. C., have arranged every detail, and as soon as the season opens, some astonishingly high scores may be looked for.

Arrangements are rapidly being made for the mammoth theater party to be given Tuesday evening, December 13, at the Central Opera House, under the auspices of the New York Wheelmen. Already over fifteen boxes have been disposed of, and the remaining twelve will not remain unsold very long. The performance will be "East Lynne," after which a reception and dance will serve to pass the remainder of the evening.

"Jack" Knowles keeps everlastingly at his century riding, never failing, no matter what the weather conditions may be. He has made

### A Most Wonderful Record,

and one of which he may well be proud. How he does devour sirloin steaks and enjoy his ale after one of the "appetizers," as he has learned to speak of a century in a storm that would cause any ordinary man to turn back. Nothing but a shy at the 24-hour record will satisfy Knowles now, the century runs are too easy for him. In a 1,000-mile test Knowles could undoubtedly create a truly wonderful record. In the worst possible weather, rain, mud, and slush, the League Chainless and Simplicity 47 tires which "Jack" rides have withstood the test in a truly magnificent style.

So George F. Taylor will retire after this season. Here is a man who has had more real hard luck during the racing season just passed than probably any other of the Class B brigade. A loose pedal, a fall, a deflated tire, or a broken rim seems to have been the best thing he could get in his average races, yet the only time when the fates were not against him he astonished the country by his wonderful speed, for instance, at Springfield, recently, when he lowered the short distance records without the semblance of an effort. Taylor is one of the men who lend an air of respectability to the sport, and it is unfortunate that he should retire.

The proposed tour through Mexico this winter seems to have fallen through. After the southern record-breaking trip it seems almost a sure thing that a rest will be more than beneficial to

### The Tired Circuit Chasers.

On October 20 the New York Life Insurance Co. will hold a road race over the Elizabeth-Rahway course in New Jersey. The scratch men will be Perry Steves, who won the time prize last year in this event, and C. S. Henshaw, the crack rider of the Greenwich Wheelmen.

The Mercury Wheel Club, of Flushing, L. I., have applied for and been granted a sanction to hold a five-mile race on the Flushing-to-Bayside course election day. These people, whose everlasting perseverance in regards to their often postponed race meet this year have gained the admiration of all cyclists, will make this event a thoroughly interesting one and some fast time should be made.

George Van Emburg, of Arlington, N. J., the boy who created so much interest and admiration by his wonderful endurance in the last six-day race held in Madison Square Garden, is in training for the Thanksgiving week's festival and racing that will inaugurate the professional season in America. In that memorable contest of last December, Van Emburg reeled off the first 100 miles in a trifle over 5 hours. He is but a boy of seventeen years and yet will make some of the older ones ride to beat him in any event over twenty-five miles in which he starts.

Fred J. Titus has fallen away to a mere shadow of his former self. His fever has left him as weak as a baby and reduced his powerful limbs to almost nothing. The calf of his leg, during the racing season, measured 14¾ inches, yet now they are down to 12¼ inches. As soon as he is strong enough he will join W. B. Young and spend a month in the woods of Maine, camping out and hunting. Eustis will be headquarters while there.

### Two New Road Records.

Two road records were broken last Friday in this locality—the twenty-five-mile by Monte Scott, of Plainfield, N. J., and the other by R. P. Searle, of Rockford, Ill., who started for the 200-mile record, getting it and incidentally the 100-mile mark as well. Scott's time for the twenty-five miles, stands at 1:05:21½, and was made in the first annual road race of the Crescent Wheelmen, of Plainfield. The race was gotten up rather hurriedly, being run mainly for Scott's attempt to capture the record of 1:09:27, which was made by John Hughes, of Paterson, N. J., in the New York Recorder's twenty-five-mile race, held on October 6, when the first six men to finish were disqualified for cutting the course. Scott's actual time on that day was fully 3 minutes faster than Hughes' but the former being among the unfortunate six, of course his time failed to count for anything. So this event was worked up, and six men started, with handicaps ranging from 12 minutes



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down to Scott, who rode from scratch. Two tandems and several singles paced him, the tandems being Goodman and Granger, of the Riverside Wheelmen, and Ertz and H. B. Scott, of the Riverside and Crescent Wheelmen, respectively. E. A. Boffinger, A. H. Barnett, and a few others did the single pacing.

The course had been carefully surveyed by the local civil engineer. Of the men who started but three remained in the race to the finish. E. T. Hand, a 9-minute man, finally winning in a rather warm finish,  $\frac{2}{3}$  of a second before C. N. Rydell, 10 minutes, who had remained with the winner steadily after the first five miles had been covered. Scott gained regularly on the other during the entire progress of the ride, the only trouble being that his pacemakers refused to ride fast enough to suit the popular idol of Jersey, who kept calling for more pace. There were several hundred spectators on hand to view the race, and they greeted the record-breaker as enthusiastically as though their number had been in the tens of thousands.

The other successful attempt to gather in a few road records was started at 6:27 a. m., and all day long the weather and wind remained on their best behavior. The course chosen by Searles was from Cherry Street, Elizabeth, N. J., over practically the same roads as the Associated Cycling Clubs, of New Jersey, held their race on Labor Day. Some of the distance was cut off enough to make the total trip twenty miles in length. This was ridden over ten times, and it became an assured fact that the record would go before the first century had been made. Following is a table of the time at the end of each lap of twenty miles:

MILES.	TOTAL TIME.	TIME PER LAP OF TWENTY MILES.	MILES.	TOTAL TIME.	TIME PER LAP OF TWENTY MILES.
20	1:03:00	1:03:00	120	7:38:30	2:03:30
40	2:09:30	1:06:30	140	8:50:00	1:11:30
60	3:16:30	1:07:00	160	10:10:00	1:20:00
80	4:25:00	1:09:30	180	11:30:00	1:20:00
100	5:35:00	1:09:00	200	12:44:45	1:14:45

Searle was paced by Charles H. White, of Rahway, and C. J. Carpenter, of Elizabeth; also by C. F. Loehrs and George R. White, of Elizabeth. The second hundred miles was made in 7:09:45, and the total reduction from the record was 38 minutes. Searle left for Chicago last Saturday, from where he will ride to this city as soon as the weather permits, expecting to accomplish the distance in five days or thereabouts.

### PHILADELPHIA JOTTINGS.

PHILADELPHIA, Oct. 14.—Abe Powell, John Wells, and Frank M. Dampman, three of the speediest road riders of the state, started out to beat the record for the 108-mile course of the Pennsylvania Bicycle Club last Tuesday and succeeded admirably. The two former riders reduced the time over 1 hour, but to Dampman is credited the best performance. He rode the distance in 7:31:00 and, in addition to creating a new record for the course, beat the former record of 9:40:00, made by Abe Powell last year, by 2 hours and 9 minutes.

Dampman's trip was temporarily stopped just before reaching Doylestown. The chain of his wheel could not withstand the strain to which it was subjected and broke, requiring half an hour's time to repair. He then proceeded to Norristown and here was joined by Nestor, of the Wissahickon Wheelmen, who paced him to this city. They covered the last eighteen miles in 1:05:00, breaking the record for this course. The starting point was reached at 2:37 p. m., making his total time for the entire distance just 7:31:00, including the half hour delay at Doylestown. After leaving New Hope, Powell rode to Point Pleasant, Doylestown, West Conshohocken, Bryn Mawr, and then to the city, arriving here at 3:38 p. m., making his time 8:24:00. Wells' time was 8:35:00, which is very good considering the fact that he was

#### **Detained Three Times With Punctured Tires.**

Powell rode a Warwick, Dampman a Derby, and Wells a Rambler.

The Time Wheelmen held their annual meeting on Thursday night and elected the following officers for the ensuing year: President, Edwin F. Ramsey; vice-president, Charles T. Gilden; secretary, William B. Ilko; assistant secretary, C. H. Yoder; financial secretary, William Stimmell; treasurer, J. C. Hazlett; captain, H. A. Cain; first lieutenant, George Beaselman; second lieutenant, James Craig; buglers, George Lance and H. C. Bair; color-bearers, C. L. Farrington and L. G. Liozey; surgeon, Leon Brinkman; board of directors, C. S. Levy, Dr. Leon Brinkman, Charles H. Pascall, M. Roney, and I. Rice; delegate to the Associated Cycling Clubs, Dr. Leon Brinkman.

A new hour record was created for the Riverton, N. J., quarter-mile track last Monday by M. J. Bailey and W. W. Wenzel. They rode singly, and covered 21 miles 137½ yards in 60 minutes.

The vacancy about to be created by the retirement of H. E. Raymond, chairman of the Racing Board, has aroused considerable speculation in local cycling circles as to who his probable successor will be. There now seems but little doubt that the members of the Pennsylvania division, and Philadelphians in particular, will take

#### **A Prominent Part in the Election,**

and it is altogether probable that an effort will be made to elect George Gideon to that responsible position. During Mr. Gideon's term of office as a member of the Racing Board he has discharged his duties in a very creditable manner, and had always been an indefatigable worker in the interests of the League. He has been associated with cycling for many years, and his vast experience would serve him in good stead were he to be

elected. Although he is being spoken of as a very likely candidate by his friends no movement that would be likely to terminate in his nomination has as yet been started.

The members of the Tioga Cricket Club, the organization which controls the Tioga track and grounds at Westmoreland Station, have come to the conclusion that the cycling interests could be perhaps better looked after if the control of the track was given to parties more directly interested in the sport, and an effort is being made to have the Associated Cycling Clubs lease the track. At the November meeting of the A. C. C., the Tioga club will make a proposition to this effect. It is proposed to give the A. C. C. the management of the track, while the Cricket club will look after the other branches of sports. Some of the officials and members of the A. C. C., who have been consulted in regard to the matter, are not in favor of taking hold of the track. They say that the purpose of the A. C. C. is to look after the interests of wheelmen locally, and attending to these matters as well as looking after the cycle show in the spring, and the fall race meet gives the association enough work to attend to. The financial part of the matter is also

#### **Giving the Association Great Concern.**

If this scheme fails to meet the approval of the A. C. C. the track will be run as heretofore.

There was some talk of building a cement track on the site of the present one, but the announcement seems to have been a little premature, as no move in that direction has yet been made. It would cost money to build a cement track, and the Tioga Cricket Club has not the reputation of being rich enough to undertake the task.

The Yelva Wheelmen, one of the foremost colored cycling clubs of this city, held their annual race meet at the Y. M. C. A. grounds October 11, in the presence of a fair-sized crowd. The affair was a brilliant success and attracted colored riders from Chester, Wilmington, Camden and other cities in this vicinity.

The riding of the Smith brothers, of the Referee Wheelmen, of this city, was a pronounced feature; they

#### **Succeeded in Winning Three Out of the Five Races.**

G. A. Smith had a handicap of 100 yards in the five-mile handicap and succeeded in mowing down a good-sized field and passing them a number of times before he finished. He won very handily. A. A. Smith won two first prizes. In the one-mile local championship he rode in fine form and easily carried off the honors. He had a handicap of fifty yards in the three-mile handicap and had to do some tall pedaling in trying to overtake the field. He succeeded, however, and in the final lap spurred ahead and was closely followed by the other riders. He finished first with R. Belcher, of the Yelva Wheelmen, a close second.

#### **Summaries:**

Half-mile open.—Fred Woodson, scratch, first; William Stewart, scratch, second. Time, 1:38.

One-mile championship of Philadelphia.—A. A. Smith, first; G. L. Davis, second. Time, 2:52½.

Quarter-mile scratch.—G. L. Davis, first; S. B. Cleaver, second. Time, 40½.

Five-mile handicap.—G. A. Smith, 100 yards, first; W. H. Hackett, 200 yards, second. Time, 15:55.

Three-mile handicap.—A. A. Smith, 50 yards, first; R. Belcher, 300 yards, second. Time, 10:25.

#### **The Course Was Short.**

The course over which the Chicago Cycling Club held its road race has been surveyed and found to be 197 feet short. Therefore the two world's records made by Peck on a single and Holmes and Osmun on a tandem will not stand. This gives McDuffie the world's record in 24:40.



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## ZIM LEAVES FRANCE.

**He and Wheeler Depart for Italy to Race—Waller Has Tough Luck—Huret Wins an Exciting Race.**

PARIS, Oct. 1.—The two days just passed recorded three important events in Paris cycling. The Paris-Bar le Duc 250-kilometer road race was won by Lesna, after Waller had lost his way while leading; Zim and Wheeler skipped to Italy Saturday night, and Huret won the 100-kilometer championship of France at the Seine track.

Zimmerman had reconsidered his former plans for racing in Italy, because of unsatisfactory terms, but the cold weather which settled down upon Paris a week or ten days ago set him to shivering until he changed his mind again.

"Think of us sitting around here chattering like two cold monkeys," whined Harry Wheeler, "when we could as well be fanning ourselves in a doorway down in Italy. And how we did ride in that hot climate when we were there in June! I'm getting tired of this blue-nose climate. Let's get out."

That was enough for Zim—he said he would go. Accordingly they packed their trunks and valises and numerous traveling bags and boarded a train southbound. Now they are in Milan keeping warm. They had intended leaving Paris last night, but being seized with the fever of departure they stole away quietly the night before, and now their friends are wondering why they did not "taper off" and shake hands all the way round. Paris, according to the latest programme, will not be visited again, and the old regulars and the pretty girls that have come to the track to smile on

### The Greatest Racing Man in the World

will have to turn their attention to other heroes.

The cycle track managers of Italy have not been disposed to grant terms that were satisfactory to Zimmerman and Manager Troy, but probably some mutual concessions will now be made. At any rate, as the expression goes among wheelmen here, "Zim can get races anywhere and at any time." The Zimmerman party will probably sail for New York on the "Augusta Victoria" October 1 from Genoa.

The Bar le Duc road race, next to the Bordeaux-Paris, was the most important road race ever run in France, and the entry list was even superior, in point of the number of good riders, to the great Bordeaux event. It passes through a country about 155 miles in extent to the east of Paris, and the road leads through valleys and over hills where the river Marne winds about in a picturesque manner. The roads are marvelous for speed, excepting where they pass through the numerous villages, and there the struggling racers encounter from half a mile to a mile of very disagreeable cobble pavements. Some of the hills are "hair-raisers," but they are smooth, as are all

### The Roads of France.

The race was divided into sections, or *controles* of thirty or forty miles apart, the riders being compelled to register at the several places designated. Around these *controles*, as well as by the roadside all along the course, many spectators gathered to see the perspiring and dusty strugglers come up. At Chateau Thierry, an ancient town ninety-two kilometers from Paris, there was ample opportunity for viewing the race and predicting more or less accurately as to the outcome when Bar le Duc would be reached. It was at Chateau Thierry that the great fable writer, La Fontaine, was born, the old house being now the object of sightseers, and many good old families of France are proud to keep a house in this interesting old town on the river. The Cafe du Commerce was the rendezvous and registering booth, and early Saturday morning a crowd began to gather to look for the approaching racers. The departure was made from the Vincennes end of Paris at 6:15 in the morning, and the first man to arrive at Chateau Thierry was Lesna, who rolled in at 9:12. The tandem team of Pachot-Ducom, however, led into the village with Lesna close behind, and Frank ("Dutch") Waller, of America, a few yards behind

### Yelling Like an Indian.

Frank has had so many falls in road races that he has begun to distrust anything that looks as though it could get in his way, and when the people came running to meet him he roared so loudly that, even though they could not understand his English, they knew that he was howling for them to clear the way.

A delighted village boy held Frank's machine, while its illustrious owner knocked a few people down and reached the place to sign his name. Out he came, recognizing nobody, all hurry, all intent on winning that purse of 1,000 francs. Away he flew, and the crowd knew that "Wallaire" had come and gone. Then followed Riviere-Beaugende a-tandem, Fossier, Thé, Loraux freres, and others, and at the magic number of thirteen, 22 minutes after Waller, came "Bill" Martin. Bill got away in about the same haste as did Waller, but he did not gain enough on the leaders to become dangerous at any time.

### Waller Lost His Way

when he was 11 minutes in advance of everybody, with only forty-eight miles of perfect roads to travel over. Without this accident he would surely have won. But he would either have to break down or lose his way, and if all other interferences or ill fates should fail to be effectual, the goal itself would surely move away to keep Frank from winning, such has been his luck this year. Lesna arrived "premier," covering the course in 9:01:00, indicating 27 kilometers 775 meters (about 17¼ miles) per hour—the best

average yet accomplished on a road race in France. Thé, who ran second to Lesna in the Paris-St. Malo race, came second this time, although Waller was right there on the same tick of the watch, as was the tandem equipe of Ducom-Pachot.

It is said that some one, largely interested in the success of Lesna, scattered tacks in great profusion upon the roadway just after he passed. Several fatalities to pneumatics happened here. Lumsden met with a puncture not far from Chateau Thierry and accepted his fate. Waller says that when he passed through Epernay (this is where Moët & Chandon's champagne is made) he had

### A Thirst Like a Carload of Cattle.

The contestant, whose name is Champagne, was still in the race at this point, and he passed along eighth. Martin was still thirteenth here. At Chalon-sur-Marne Waller led with 11 minutes on Lesna. At the finish Lesna arrived at 3:16 p. m. and at 3:42 Thé arrived. Then came the tandem team, Ducom-Pachot, and after the interval of a moment Waller and Fossier hove in sight. Waller beat Fossier out on the "emballage" (sprint). Frank had a bruised knee and his eyes were suffering from inflammation. He refused, however, the services of the doctor, and treated his ailments with contempt. He spoke little or no French, so that his attending stranger friends scarcely knew whether he wanted something or nothing. "Bill" Martin was forced to give up his thirteen and accept nineteen as he rolled up to the finish.

The following day after the race Bar le Duc was given over to festivities, track races and the

### Unveiling of a Monument to Michaux,

father and son, the accredited inventors of the bicycle. The monument had been erected by popular subscription and was placed at Bar le Duc, for this was the birthplace of the elder Michaux. There seems to be no more positive proof that Michaux invented the bicycle than that L'Allement, or some other figure in the history of the velocipede or draisienne invented the machine which marked the beginning of the cycling wonder. The fiction goes that the elder Michaux invented the two-wheel affair which had to be propelled by the toe tips on the ground, and the son invented the latter contraption with pedals attached to the front wheel. Doubts as to the genuineness of the honor due the memory of the two cycling saints, however, were not raised during the speechmaking and general manifestations.

The 100-kilometer championship of France resulted in a victory for Huret, the leading exponent of long-distance track riding for France. The contest was extremely sensational, as it was replete with surprises. Bouhours, the hour champion; Dubois, who was the hour record holder just previous to Bouhours' performance; Farman, the one-kilometer champion, and others of good reputation were

### Beaten off by the Hard Pace,

which prevailed from first to last. For a long time it seemed that Bouhours must win, or that Jacquelin would outlast him, or that the plucky little "Tony" Reboul would beat them both, and all this time Huret was two laps behind, with no great prospect of getting up again.

But Huret proved the stayer, Bouhours and Jacquelin "cracked" under the pressure of the pace, and Huret, the hero of the Bol d'Or 24-hour record race, came to the front after being practically counted out.

The seventeen who flew away from the pistol shot were Huret, Piquet, Kuhling, Tony Reboul, F. Reboul, Jacquelin, Andy, Farman, Bouhours, Soibud, Leneuf, Dubois, Guerry, Fossier, Liermi, Ax and Cottreau. On the first lap they tore around like mad, each making an effort to be first behind the tandem that was to lead in the pacemaking.

A more grandly contested cycle race was never seen on any track in any country. The tandem teams, hired by the management, or by the different tire makers or bicycle makers, alternated in

### Giving Pace to the Leaders,

to those who were a little way behind or any that might have a spark of hope or chance left to call their own after losing a lap or more. Farman suffered the collapse of his rear tire, and after a lightning change to another machine chased the leaders at a distance varying from fifty to 400 yards for sixty laps without success. Utterly worn out by the exertion he abandoned further pursuit. Dubois was run off his feet at the very start, as was Huret. But unlike Huret, he was unable to make up the lost distance. When nearly all had been retired by the swift pace, Bouhours and Jacquelin remained in the lead, but Huret was proceeding directly upon the lines of his peculiar strength and began to gain. After he had passed Bouhours and Jacquelin again and again there could no longer remain any uncertainty as to Huret's winning. Bouhours gave up, but Jacquelin hung to the willows and finished second. Soibud was third and Leneuf fourth. The 100 kilometers (62.1 miles) was covered in 2 hours 36 minutes 22½ seconds, the record being retained by Linton at 2:33:36. Fully 10,000 people remained in the inclosure from 2 o'clock till about 6, and the weather was very cold. The verdict is that

### Bouhours Is Better for the Hour

than he is for two hours, and that, although Huret may be run off his feet by swift work at the start, he is an enduring rider, and improves with distance.

The impression is current with many persons in Paris that Zimmerman is going to Australia after the Italy campaign. *Echo de Paris* says: "Have you seen Zimmerman? If you have not yet seen him you risk much, oh unhappy person, not to have had this real satisfaction. The Yankee volant, the champion of champions, the thundering sprinter, departed last night



# Two More Records Gone to Smash.



## 100 MILES

.....5 HOURS 35 MINUTES.

# SYRACUSE

## 200 MILES

12 HOURS 44 MINUTES 45 SECONDS.

Crimson Rims,  
R. P. Searle,

Elizabeth-Rahway,  
Friday, October 12.

The Wheel you want for 1895. Write for agency.

Manufacturers,  
**SYRACUSE CYCLE CO.**  
Syracuse, N. Y., U. S. A.

Western Agents,  
**A. F. Shapleigh Hdw. Co.**  
St. Louis, Mo.



for Italy. There he will race, and later on embark at Genoa for America, which he hopes, as he has said [?], he never will quit again. It is piquant to remark the haste with which Zim got away from the directory of the Velodrome Buffalo. His contract expired September 30, and he quit Paris on the evening of that day without cymbals or trumpets, without a word of regret, without a token of gratefulness for those who were responsible for his riding in France all the season."

The writer of the lines in the *Echo de Paris* is not a great admirer of the Buffalo management, and he is therefore prone to the belief, which he would like all to share, that Zim did not like the Baduel-Tolstoi crowd, but

#### II Zim Has Turned Ingrate

in any manner he has not shown it, and he has expressed no dissatisfaction at his treatment by those people.

Last Friday, September 28, was the anniversary of the death of Cassignard. A year ago that day Cassignard was riding upon a horse at the foot of the Rue Brunel, a little street off "Cycle Row." The horse slipped on a wet pavement and the most admired of all French cyclists was thrown upon his head. Cassignard was the son of a wine merchant and was born in the neighborhood of Bordeaux. He was only twenty years of age at the time of his sad death. A writer in a French paper ends a

#### SEARLE AFTER THE RECORD.

Chicago newsboys were crying the morning papers containing an account of the successful finish of Letter-Carrier Smith's Chicago-to-New York record ride at 5:40 a. m. Wednesday, when Robinson P. Searle left the City Hall at Chicago in still another attempt at this record.

Searle reached Chicago Sunday evening by train from New York, where he has been breaking a few records on the road and recuperating from his last great ride. This will be remembered, as Searle, although he did not break the record, owing to adverse weather, displayed indomitable pluck in finishing at all. At Winters' on Tuesday, Searle said that there was really no fast-time mark between the two points. He has accordingly mapped out a ride covering but 5 days and 15 hours this time, which would be over a day lower than the time claimed by Wolfe on a route several hundred miles shorter.

Searle rides under the colors of the Lincoln Cycling Club, of Chicago. His mount is a crimson rimmed Syracuse fitted with New York tires. His brother will travel on the train and will stop off at three or four points each day to rub his man down and look after his wheel. Should this rider accomplish what he has set out to do he will arrive in New York next Monday at 9:40 p. m.



eulogy thus: "And after all these international struggles that have raised such acclamations, how many times has the same question returned to the lips of every sportsman—'Have we replaced Cassignard?'"

Cassignard, during the period of his most remarkable riding, always wore red, white, and blue colors. That pet custom was the result of a joke that was once played on him by some of his young friends. Cassignard was enamored of a certain pretty girl whom he had known only by a brief correspondence. His joking friends forged a letter, appointing a bogus rendezvous at the old cathedral, and she was to wear a red hat, a white bodice, and a blue skirt. Some time after the joke had been played Cassignard appeared on the track in the red, white, and blue colors which he never discarded thereafter.

Albert G. Roux, of Chicago acquaintance, the resident representative of THE BEARINGS in France, is written up in the "Cycliste's par Jour" of *Paris-Velo*. "Cycliste since '84," says the scribe—"High bicycle—tricycle afterward—a year in England—tumbles without number—two years in America (Chicago)—more high bicycle—tumbles multiplied—member L. A. W.—French centurion for the Century Road Club of Billherricka—member Lincoln Cycling Club—knew Zim in America—great friend of the Yankee volant." The picture that is printed of him is woodcutty and libelous.

J. M. ERWIN.

On his former ride Searle had a complete corps of pacemakers throughout the long trip. On this ride he started without even a pacemaker to take him out of town and will depend solely upon volunteer service in this particular. Searle is a rider who seems able to set his own pace. He is a man with honesty written in every line of his countenance.

He will mail checking cards from every town en route to H. Percy Walden, president of the Century Road Club. These will be signed by himself, and attested by a witness in each case. On his former ride he rode in stretches of 30 hours each, with but a brief resting spell. On this ride he will go for the first 30 hours without rest or sleep, but thereafter will take more frequent rests and harder rides between times. Searle started hurriedly in order that he might take advantage of the tail end of the present full moon and the Indian summer days.

#### Prices for '95.

The Sterling Cycle Works and Monarch Cycle Co. announced their prices for 1895 this week. The standard price set by each firm is \$125.

The Syracuse shows its merits on the road by such performances as R. P. Searle's 100 and 200 mile road records. These were made over the Elizabeth-Rahway course.



## A CRUEL RACE.

### The 100-Mile Road Race at Chelsea Run Through Mud and Water—A Remarkable Contest.

BOSTON, MASS., Oct. 13.—Covered with mud from head to foot, caked with it so thick that his own mother would never have known him, stiffened over his wheel like a statue, Burns Pierce, of the Linden Bicycle Club, won the 100-mile road race at Chelsea this afternoon. His time was 6:28:52. Within half an hour after he had crossed the tape, and been carried off on the shoulders of his happy clubmates, half a score of others finished, having covered the 100 miles.

It was a desperate, cruel race, and the officials came to the conclusion, after standing for nearly 8 hours, 5 of which were enlivened with rain, that eastern Massachusetts would never see another 100-mile road race.

For weeks the Winnisimmet Cycle Club, of Chelsea, under whose auspices the event occurred, has been advertising and booming in every possible way this event. Some ten years ago a similar one was run on high wheels in Brighton. Last season a 100-mile race was run in New Jersey. These are the only large 100-mile road races ever held. The race of yesterday will go down in cycling history as a remarkable event from its hard conditions, and its large number of entries and starters. Many of the contestants have been training over the course for a week or more, and

#### One Distinguished Road Rider

came from Asbury Park, Harry Maddox, who had the misfortune to fall and put himself out of the event in the first fifty miles.

The start was at the junction of Washington Avenue and Nichols Street, in Chelsea, and the distance was made by going eight times over the 12½ mile circuit. The time of starting was placed at 9:30, but it was 10 o'clock before the first men got away. There was a dense crowd at the tape and about the training quarters, which were situated in the left of the car stables and made excellent quarters for them.

Exactly at 10 o'clock the first of the sixty-four starters was sent off. The limit was 40 minutes; Eddie McDuffie, Nat Butler, and Harry E. Caldwell, of Manchester, were scratch.

The entire field got away without any accident or foul of any kind, and Eddie McDuffie set out to pace the other two scratch men. Paulson and Caldwell soon came to grief, falling and puncturing their tires, being out of the race. This was done on the first lap of 12½ miles. The roads at this time were excellent, with little or no dust, and the sky was overcast and fit for road racing. The officials were placed in wagons on either side of the tape and the scorers had a hard job, as the scratch men were hardly started before the limit men began to cross the tape on their second lap. The first man to cross the 12½-mile mark was R. S. Leighton. Vinton and Ar Foon, both from the same mark, were with him and then there was a long wait before any one appeared. Leighton made the first lap in 45:15, and the other two men in the bunch were only fractional seconds behind him.

In the next 10 minutes, the medium men passed, some having shaken their companions and some having fallen behind. The first low-mark man to pass and enter on his second lap was Peter McDuffie, starting from 10 minutes, who crossed at 11:10. E. O. Peabody flashed over a few minutes later, crawling up on the field, having started from the 4-minute mark. Even on the first lap the scratch men gained 2 minutes on the entire field, McDuffie and Butler crossing the tape together, having gone the distance in 37:39.

#### Pettigrew Was Shaken

by his mark men and was apparently out of the race at the first lap, being way behind the scratch men even.

The field bunched beautifully on the next lap and the handicapping was excellent. At the second time round, the twenty-five-mile mark, the first six leaders were men from the various marks and were as follows: Vinton and Ar Foon from the limit, and McKee and McLean and Buckley from the 25-minute mark. McKee fell while crossing the tape, but was soon up and off again. The time of the leader for the twenty-five miles was 1:32:38.

Girard Buckley and Glover stuck close together and not a rider could shake them off. Butler and Werner from the 25-minute mark were well up in the lead and were riding a game race. Parkhurst, a very long-legged man, who rode from the 30-minute mark, was pegging along much more easily than any other contestant and holding his own remarkably well. Walton, from 18 minutes, was forging ahead and into the bunch and all the men were hanging on to the sport for keeps. It was on the second lap that the winner, Pierce, first asserted himself and lighting out from his companions at 4 minutes, he caught the 10-minute men and was making them do some tall hustling for place and position. He brought Shialjian up with him and they rode cleverly together for this and the next lap, pacing each other, and all the time slowly forging ahead into the bunch and approaching the limit men. McDuffie was

#### The First Scratch Man to Show Up

and he was all alone. He had done the twenty-five miles in 1:16:32, having gained 20 minutes or half the handicap on the limit men. Butler's non-appearance gave rise to several conjectures as to his position. He punctured a tire and had to exchange wheels. He was about 4 minutes behind McDuffie and stopped long enough to snatch a bottle of coffee with soda in it and drink it flying. McDuffie was evidently riding slowly so that Butler could catch him and they could pace each other as before. Peabody,

from the 4-minute mark, was doing excellent work between the two scratch men.

At their third lap, Ar Foon dropped out. Werner had made an excellent bid for place and was setting the going for the entire field and riding well. Butler, from the 25-minute mark, was close to Werner and these two men were still using each other for pacing purposes. Vinton was the only one of the four limit men who could stay with them at all, the remainder of this class having dropped far back into the ruck. Pierce and Shialjian were still working together and steadily and surely drawing into the field. The men now got off as they crossed the tape and had a brief lunch. While reaching for a bottle of cold milk, Maddox, who has had a bad knee all the season, fell and injured himself so badly that he was out of it for good.

At 37½ miles McDuffie, although he had gained 30 minutes on the limit men, dropped out, having had enough to satisfy him, while Butler continued to

#### Make Great Gains on the Field.

About 1 o'clock it began to rain hard and before the men had completed the fifty-mile mark, it was pouring down in sheets. They kept on and from then till the finish the downpour was vigorous and constant.

The first man to complete the fifty miles was J. W. Butler, from the 25-minute mark, who did the distance in 2:48:00. H. V. Smith was second, with McLean and Glover third and fourth. Owing to a punctured tire, Werner had dropped from first to fifth place.

Pierce had by this time shaken the Armenian and was riding well up in the bunch, using the men in front to do his pacing for him, and evidently working with his head as well as his legs to win the event. Shialjian had lost but 1 minute behind the Linden man and was riding well and working hard.

When the men filed past the 62½-mile mark, J. W. Butler was leading and it began to look exceedingly like his race. He was holding his own well and Burns Pierce was his strongest competitor, as Nat Butler was out of it. At the sixth lap—seventy-five miles—Peabody had caught Shialjian; Otis and Smith were working well together. The crowd hung on wonderfully well despite the heavy rain, and stayed all the afternoon, and long after dark, when the men finished by the light of lanterns. Butler's time for the seventy-five miles was 4:19:24, and he had 5 minutes lead over the field.

E. J. Clark dropped out here and many of the others quit on this and the next lap,

#### Soaked Through and Through by the Rain.

It was a cruel race and the stiffened and cramped contestants dragged up the slight hill to the tape with groggy legs and hanging heads. It was exceedingly painful to watch them ride all over the street in the excess of their fatigue, and some talk was had looking to the calling of the event off at the seventh lap, but it was decided that the low-mark men might object, claiming that they had been waiting till the last lap to sprint and make up their handicaps. Therefore this plan was abandoned.

The men struggled round now in ones and twos, and Vinton was the object of much admiration for his exceedingly clever and plucky work. He took fourth in his club road race the day before, and is but a slight, little fellow any way. He hung on, riding the course lap after lap against the advice of his friends, and was fresher than most of the men.

From this time to the last lap it looked very much like Butler's win. Then word came in that seven men had been arrested in Revere by a policeman, for riding on the sidewalk. Butler was among them, so the rumor went, but it was found out later that he fell and could not go on for some time. It was a fact, however, that seven men were stopped. It is said that the patrolmen waited for the men and tipped them off their wheels as they came along, bundling them all into an open patrol wagon in their racing togs, and sending them to the lock-up.

As the time drew near for the finish

#### The Crowd Became Excited and Increased Largely.

It was dark when Pierce was seen coming along the back road that opened into the finish. His club mates set up a howl, and when he finished fully 4 minutes ahead of his nearest competitor, they picked him off his wheel and carried him in their arms to the hack waiting for him. His time was remarkable considering the roads and all conditions, and he not only won the racer for first prize, but also the racer for the time prize.

The winners with their actual riding times are as follows:

PO.	NAME.	TIME.	PO.	NAME.	TIME.
1	Burns Pierce	6:28:52	10	A. C. Dodge	7:24:00
2	C. F. Glover	7:07:33	11	S. L. Doucette	7:24:05
3	R. M. Mugridge	6:59:33	12	J. W. Butler	7:37:02
4	John Gatenby	6:51:00	13	J. Walsh	7:32:10
5	F. Werner	7:15:50	14	C. S. Vinton	7:54:52
6	Fred Berquish	7:08:12	15	Sam Hall	7:12:05
7	E. G. Merrill	7:12:35	16	P. J. Styffe	7:50:45
8	John A. Shialjian	7:07:40	17	A. A. McMcLean	8:02:18
9	C. F. Williams	7:12:48	18	Fred A. Landry	7:43:45

The following men went over but seven laps of the course, and it is probable that they will be awarded prizes: Carroll, Franklin, McKee, Leighton, Dean, Ourish, Traverse, Kent, Parkhurst, Hanson, Smith, and Boyd.

The prizes not already mentioned were two high-grade wheels, an organ, suit of clothes, clock, cup, ice-pitcher, tires of various makes, suit, suit case, and the last prize, a goat, which was not awarded. F. Werner got the A. C. C. gold medal for the first A. C. C. man across the tape. Gatenby gets the sec-



MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

29

# WORLD'S RECORDS!

ALL ON MORGAN & WRIGHT TIRES.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

1—J. S. JOHNSON'S MILE ON A STEARNS FITTED WITH MORGAN & WRIGHT TIRES IN  
1:50 3-5 WAS THE FASTEST MILE EVER RIDDEN ON A BICYCLE.

2—H. C. TYLER on a Union fitted with M. & W. tires . . .	1	mile standing start against time	1:57 3-5
3—H. C. TYLER " " " " . . .	1	" on 4 lap track paced . . .	2:03 1-5
4—NAT BUTLER on a Lovell Diamond fitted with M. & W. tires . . .	2	" standing start against time	4:04 4-5
5—J. S. JOHNSON on a Stearns fitted with M. & W. tires . . .	3	" " " "	6:26 3-5
6—J. S. JOHNSON " " " " . . .	4	" " " "	8:38 3-5
7—J. S. JOHNSON " " " " . . .	5	" " " "	10:48 4-5
8—H. C. TYLER on a Union fitted with M. & W. tires . . .	1-4	" flying start unpaced	:26 3-5
9—H. C. TYLER " " " " . . .	1-2	" " " "	:54 1-5
10—J. S. JOHNSON on a Stearns fitted with M. & W. tires . . .	1-2	" " against time	:53 1-5
11—J. S. JOHNSON " " " " . . .	2-3	" " " "	1:11 4-5
12—H. C. TYLER on a Union fitted with M. & W. tires . . .	2-3	" standing start " "	1:19 1-5
13—J. S. JOHNSON on a Stearns fitted with M. & W. tires . . .	3-4	" flying start " "	1:22 4-5
14—H. C. TYLER on a Union fitted with M. & W. tires . . .	3-4	" standing start " "	1:29
15—H. C. TYLER " " " " . . .	3-4	" flying start unpaced	1:32 2-5
16—NAT BUTLER "A," on a Lovell Diamond fitted with M. & W. tires	1-4	" standing start against time	2:36
17—NAT BUTLER " " " " . . .	1-3	" " " "	2:45 2-5
18—NAT BUTLER " " " " . . .	1-2	" " " "	3:05 2-5
19—NAT BUTLER " " " " . . .	1-2-3	" " " "	3:26 2-5
20—NAT BUTLER " " " " . . .	1-3-4	" " " "	3:36 4-5
21—NAT BUTLER " " " " . . .	2	" " " "	4:07 2-5
22—H. DAVIDSON " on a Brantford fitted with M. & W. tires . . .	1-4	" standing start unpaced . . .	:28 1-5
23—H. DAVIDSON " " " " . . .	1-4	" flying start against time . . .	:26 4-5
24—H. DAVIDSON " " " " . . .	1-3	" " " "	:36 2-5
25—H. DAVIDSON " " " " . . .	1-3	" standing start paced . . .	:41
26—H. DAVIDSON " " " " . . .	1-2	" standing start against time . . .	1:00 2-5
27—H. DAVIDSON " " " " . . .	1-2	" flying start against time . . .	:55 3-5
28—H. DAVIDSON " " " " . . .	1	" flying start unpaced . . .	2:14 2-5
29—NAT BUTLER on a Lovell Diamond fitted with M. & W. tires . . .	15	" on the road . . .	41:25 1-2

## AMERICAN TWENTY-FOUR-HOUR RECORDS.

LOUIS GIMM, on a Triangle fitted with Morgan & Wright tires, 383 miles 1,490 yards, on the track.  
B. W. TWYMAN, on an Albin Special fitted with Morgan & Wright tires, 340 miles, on the road.

MORGAN & WRIGHT,  
CHICAGO.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES



and time prize, a stop watch, Mugridge the third, a pair of tires, and Glover the fourth, a suit of bicycle clothes.

#### The Roxbury Run.

The Roxbury Wheelmen held their first annual handicap ten-mile road race yesterday. This event has been postponed several times and was open only to club members. The start was made at 3:30 from the corner of Warren Street and Walnut Avenue, Roxbury. At the time of the start several hundred people gathered at the starting point and saw the men off. The limit was 5 minutes, and twenty men started in all.

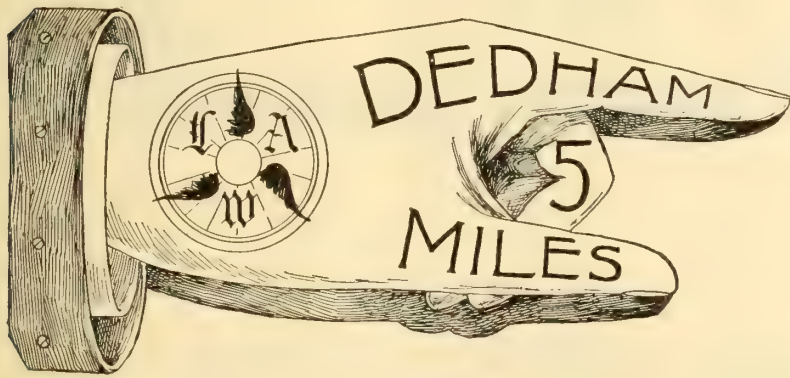
H. M. Gordon was scratch man. Earnest Ford won the race in 28:05½. The others finished as follows: G. A. Virkampen, R. D. Clark, C. S. Vinton, R. V. Hall, Ed Boulter, D. H. Mitchell, W. A. Hayford, E. F. Kimball, H. M. Gordon, C. R. Baley, G. B. Cate, Joseph Schlehuber, W. H. Hatch, H. B. Cressey, B. L. Crook, H. I. Hatch, W. J. Forbes, G. W. Knapp. Gordon the scratch man won the time prize of a gold medal in 27:47. The second time prize was won by Ford, the winner of the event. Each man got a prize.

#### THE L. A. W. "HELPING HAND."

This hand is 18 inches in length, of galvanized steel sufficiently thick to stand rough usage. It is thoroughly painted with oil colors, and varnished with two coats of best car varnish. It is flesh color, shaded. The coat sleeve is black, showing a white cuff.

The League emblem is 5½ inches in diameter; the rim and spokes of the wheel being of gold leaf on a black background. The wings are aluminum leaf shaded with asphaltum. The initials, "L. A. W.," are in deep red. The whole is very neatly done, and can not fail to attract general attention.

These signs are being made in large quantities, and have been figured down to a very low cost—\$1 each, lettered to order. It will be understood that hardly two of these in the country will be lettered exactly alike.



Sterling Elliott will keep them on hand ready finished, except the name of the town and the number of miles. That will be put on by his own workmen, and the varnishing will be done afterward. He will issue, very soon, to all applicants order blanks so made as to make the ordering of signs a very easy matter, and without a possibility of error.

An order for a single one of these signs will be accepted and filled as promptly as though it were for a larger number. A sample located in any given town will certainly create a demand for others. The number of letters already received indicates that a large number of them will be placed. All orders should be addressed to Sterling Elliott, Chairman Highway Improvement Committee, 12 Pearl Street, Boston, Mass.

#### STUDY OF THE CHAMPIONS.

The racing bureau of E. C. Stearns & Co. has been hard at work all summer compiling the following table. If anything goes to prove who the real champion is, this does. According to the table Sanger's percentage over the recognized leaders is .683. Johnson comes next with .565; Cabanne ranks third with .457. Then comes Bald with .433; Bliss has .423 to his credit, while Charley Murphy is next with .400, Titus leads Tyler with .377 to Tyler's .348. The table of wins follows:

	TIMES.		TIMES.
Johnson beat Sanger	13,	beaten by Sanger	11
" " Bliss	0,	" " Bliss	5
" " Bald	15,	" " Bald	9
" " Tyler	8,	" " Tyler	8
" " Titus	15,	" " Titus	3
" " Cabanne	3,	" " Cabanne	4
" " Murphy	8,	" " Murphy	7
Totals,	62		47
PER CENTAGE, .565.			
Sanger beat Johnson	11,	" " Johnson	13
" " Bliss	7,	" " Bliss	7
" " Bald	30,	" " Bald	13
" " Tyler	18,	" " Tyler	8
" " Titus	21,	" " Titus	3
" " Cabanne	15,	" " Cabanne	7
" " Murphy	23,	" " Murphy	7
Totals,	125		58
PER CENTAGE, .683.			

	TIMES.		TIMES.
Bliss beat Sanger	7,	" " Sanger	7
" " Johnson	5,	" " Johnson	0
" " Bald	7,	" " Bald	7
" " Tyler	0,	" " Tyler	3
" " Titus	8,	" " Titus	3
" " Cabanne	7,	" " Cabanne	8
" " Murphy	4,	" " Murphy	3
Totals,	38		31
PER CENTAGE, .423			
Bald beat Sanger	13,	" " Sanger	30
" " Johnson	9,	" " Johnson	15
" " Bliss	7,	" " Bliss	7
" " Tyler	11,	" " Tyler	17
" " Titus	18,	" " Titus	19
" " Cabanne	9,	" " Cabanne	8
" " Murphy	21,	" " Murphy	19
Totals,	88		115
PER CENTAGE, .433.			
Tyler beat Sanger	8,	" " Sanger	18
" " Johnson	8,	" " Johnson	8
" " Bliss	3,	" " Bliss	0
" " Bald	17,	" " Bald	11
" " Titus	7,	" " Titus	3
" " Cabanne	5,	" " Cabanne	1
" " Murphy	9,	" " Murphy	1
Totals,	57		48
PER CENTAGE, .348.			
Titus beat Sanger	3,	" " Sanger	21
" " Johnson	3,	" " Johnson	15
" " Bliss	2,	" " Bliss	8
" " Bald	19,	" " Bald	18
" " Tyler	3,	" " Tyler	7
" " Cabanne	7,	" " Cabanne	12
" " Murphy	17,	" " Murphy	10
Totals,	55		91
PER CENTAGE, .377.			
Cabanne beat Sanger	7,	" " Sanger	15
" " Johnson	4,	" " Johnson	3
" " Bliss	5,	" " Bliss	7
" " Bald	8,	" " Bald	9
" " Tyler	1,	" " Tyler	5
" " Titus	12,	" " Titus	7
" " Murphy	6,	" " Murphy	5
Totals,	43		51
PER CENTAGE, .457.			
Murphy beat Sanger	7,	" " Sanger	23
" " Johnson	7,	" " Johnson	8
" " Bliss	3,	" " Bliss	4
" " Bald	19,	" " Bald	21
" " Tyler	7,	" " Tyler	9
" " Titus	10,	" " Titus	17
" " Cabanne	5,	" " Cabanne	6
Totals,	58		88
PER CENTAGE, .400.			

#### MARYLAND DIVISION POLITICS.

BALTIMORE, Oct. 15.—At the convention of the Maryland division held tonight at the Baltimore Cycle Club, President J. A. Arnold, of the Baltimore club, was nominated for chief consul; S. A. Van Trump, of the Riverside Wheelmen, for vice-consul, and Wm. H. Carr, Jr., Baltimore Cycle Club, for secretary-treasurer. The nominations were not a surprise. The position of chief consul is undesirable, to judge from the manner in which it had been offered to several leading wheelmen and refused. As a matter of fact the condition of the division is a serious one. Its finances are low, and its obligations to carry on the cycle track great. Already it has invested much in this enterprise, which will in all probability eventually yield returns, but at present its condition is desperate. The roadhouse keeper, who has put up considerable money to aid the track, refuses to consider the proposition to advance more, and the semi-annual rent is due with no money to pay it.

The new chief consul will have this and other matters of great importance to consider. It certainly affords opportunity for distinction, but there will be a lot of brain fag about it. Mr. Arnold and the others of the ticket will be elected beyond a doubt, as there is no one to contest it. Arnold has been the president of the Baltimore club for three years. Next to the Maryland club, his is the leading club here, and has a fine home on Eutaw Place, one of the city's show points.

Secretary-Treasurer Wm. J. Unverzagt was driven off a path in the park Sunday by a road hog. He collided with a tree, badly damaging himself and wheel.

#### Searle Breaks a Road Record.

R. P. Searle Friday morning succeeded in breaking the world's road record on the Elizabeth-Rahway course. He covered 200 miles in 12:44:45. This is better by 38 minutes than the former record. The judges were H. J. Bauer, P. H. Skillman, and F. L. Evans; timer, H. J. Bauer; referee, B. J. Hotchkiss.

*Le Cyclist Belge* says that Brown, the inventor of a nautical bicycle, has succeeded in crossing the English Channel at Newport, a distance of 25 miles 3,000 yards. Brown was followed by several boats. He was completely exhausted when he arrived.

At Waltham, Mass., October 8, six races were run, out of which Morgan & Wright tires took three firsts, and four seconds.





## Rex and Climax....

Well, you know all about them and of course will use them extensively.

**Rex Racing Tires** weigh only 30 ounces per pair.

**Rex Road** guaranteed 3 and 4 pounds per pair.

**Climax** guaranteed 4 pounds per pair.

# ARROW

Is the name of our new Mechanical Fastened Tire. Fits Crescent, wood, and steel rims.  
Nothing like it ever thought of before. Send for descriptive circular.

## A SENSATION

**FOR NEXT WEEK---WATCH THIS SPACE.**

When we say sensation you know we mean it. We guarantee our customers against suits for infringements. WE DO NOT infringe any valid patents, and will prove it conclusively and decisively to you.

## Eastern Rubber Mfg. Co.,

**Distributing Houses:** Room 706, 46 Van Buren St., Chicago.  
90 Chambers Street, New York. Day Rubber Co., St. Louis, Mo.  
S. F. Hayward & Co., Pittsburg, Pa. H. C. Lecato, Philadelphia, Pa.

TON, N. J.

MENTION THE BEARINGS



## WAITING FOR SPACES.

The National Cycle Exhibition Co. are hard at work completing preparations for the Chicago cycle show. Most of the spaces have been assigned, while others will be acted upon soon. The rules which will govern the show will be out next week.

### Spaces Allotted in the Bicycle Department:

Rouse, Hazard & Co. St. L. R. & W. G. Co. Marion Cycle Co. Columbus Bicycle Co. Grand Rapids Bicycle Co. Lamb Mfg. Co. Geo. N. Pierce & Co. Buffalo Tricycle Co. Warman & Schub. Ames & Frost. Julius Andrae. Waltham Mfg. Co. Black Mfg. Co. Ariel Cycle Mfg. Co. Ide & Co. Gormully & Jeffery Mfg. Co. Overman Wheel Co. Marble Cycle Co. Yost Mfg. Co. E. C. Stearns & Co. National Sewing Machine Co. Kenwood Mfg. Co. Union Cycle Mfg. Co. Monarch Cycle Co. Remington Arms Co. W. H. Wilhelm & Co. Syracuse Cycle Co.	Western Wheel Wo H. A. Lozier & Co. March-Davis Cycle Co. Fulton Machine Works. James Bridger. National Cycle Mfg. Co. Lovell Arms Co. Rochester Cycle Co. Meteor Cycle Co. Eclipse Bicycle Co. Relay Mfg. Co. Hibbard, Spencer, Bartlett & Co. Two-Speed Bicycle Co. E. B. Preston & Co. Central Cycle Mfg. Co. Shapleigh Hardware Co. Eagle Bicycle Mfg. Co. Featherstone & Co. Derby Cycle Co. Pope Mfg. Co. Warwick Cycle Co. Stover Bicycle Co. Hill Cycle Co. Indiana Bicycle Co. Peerless Mfg. Co. Munger Cycle Co. Sterling Cycle Co.
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### Spaces Allotted in the Sundries Department:

Parkhurst & Wilkinson. R. B. McMullen & Co. Griswold & Co. Cleveland Machine Screw Co. Spaulding Machine Screw Co. New Departure Bell Co. Indianapolis Rubber Co. Tillinghast Mfg. Co. Elastic Tip Co. Morgan & Wright. Diamond Rubber Co. L. C. Smith Tire Co. New York Tire Co. Simonds Rolling Machine Co. Cullman Wheel Co. A. U. Betts & Co.	Chicago Tip & Tire Co. Hill Machine Co. Braddock Hose Supporter Co. Newton Rubber Works. E. J. Lobdell. Bridgeport Gun Implement Co. Gormully & Jeffery Mfg. Co. Boston Woven Hose Co. Eastern Rubber Co. Columbia Rubber Works. American Dunlop Tire Co. New York Belting & Packing Co. Niagara Cycle Fittings Co. Reed & Curtis. C. J. Whipple. Rockford Tool & Sundry Co.
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Kalamazoo Cycle Co.  
John Caldwell.  
Weston & Co.

### Applications for Space From the

Capitol Mfg. Co.  
Cushman & Denison.  
Densmore-Yost Co.  
Fox Machine Co.  
Bartlett Pneumatic Saddle Co.  
L. M. Devore & Co.  
Acme Mfg. Co.  
J. W. Gleaves & Sons.  
Hopcraft & Co.  
International Mfg. Co.  
Keating Wheel Co.  
W. S. Frazier & Co.  
League Cycle Co.  
Queen City Cycle Co.

Indiana Novelty Co.  
Barnes Tool Co.

### Following Firms are on File:

Geneva Cycle Co.  
Elmore Mfg. Co.  
Thorsen & Cassady Co.  
Chas. Truman & Co.  
Norderer Bros.  
W. W. Stall.  
Louis Rosenfeldt & Co.  
Morse Spring Co.  
W. W. Mooney & Sons.  
Sieg & Walpole Mfg. Co.  
Peerless Hose Supporter Co.  
Palmer Cycle Co.  
Pittsburg Tire Protector Co.  
H. M. Rosenblatt & Co.

### The Falcon All Right.

A letter from C. Maxson Smith from Pomona, Cal., to George Webb Alexander, agent for Falcon wheels at San Francisco, says: "I arrived here Saturday a. m. at 2 o'clock, having had a pretty hard ride, but without accident excepting to bend seat post and wear out the front tire. The Falcon is a "bird," and I am astonished at the noble way it stood the test. Did not have to pump tires on the whole trip from San Francisco to Pomona."

### Single Tube the Type for '95.

The report of the Hartford Rubber Works, to the effect that out of the many orders received for their celebrated tires for next year's machines, fully 75 per cent are for single-tubes, would seem to indicate the wane of the popularity of the double-tubes.

This almost complete change from a year ago has been brought about by the riders themselves and is the result of comparisons made during the year. Manufacturers who offered a choice of tires now state that the single-tubes have been selected in much larger numbers than the others. Dealers have noted that the greater part of the trouble and bother of pneumatics has been occasioned by the double-tube method of construction.

Certain it is that tires of the inner-tube pattern are slower and more readily punctured than those made with inner and outer tubes vulcanized together upon the principle of the Columbia. With the single-tubes so easily repaired and embodying every desirable feature, manufacturers may be obliged to discard the double-tubes altogether.

One of the finest bicycle stores in Chicago, is Ralph Temple's at 2208 Michigan Avenue. Everything is very handsome and convenient.

# Fine Work Will Tell.

YOU MAY NOT BE ABLE TO PURCHASE A TRIBUNE QUITE as CHEAP as SOME OTHER WHEELS, BUT IT WILL GIVE YOU SATISFACTION AND YOU WILL NOT REGRET the PRICE.

The following letter is a sample of what is thought of Tribunes:

TRIBUNES are built for the rider, and those who have them are always ready to speak in their praise.....

North Vassalboro, Me., Aug. 24, 1894.  
THE BLACK MFG. CO., Erie, Pa.

Gentlemen: I think it is my duty to write and give you the praise which you richly deserve in the manufacture of bicycles. I bought of you about two months ago, a Model F (25 lbs.) and can not speak too highly in its favor. I have ridden almost every popular machine, but never saw one that I would exchange mine for. For lightness, easy-ruoning, and hill-climbing, it is far superior to any which I ever saw, also a very handsomely modeled and finished wheel. Since buying mine I have sold a Model C, and the party that has it could not be persuaded to ride any other.

Wishing you unbounded success, as your wheels merit, I am  
Yours truly,  
T. M. WILLIAMS.

Buy a TRIBUNE and see how it seems to ride a perfect wheel. The Cycloidal sprocket is itself a revelation to you.

Write for Catalogue and apply for agency.

THE BLACK MFG. CO.,

ERIE, PA.



# THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, OCTOBER 19, 1894.

No. 7.

Published every Friday by

**THE HILL CYCLE MFG. CO.**  
MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

**OUR MOTTO:**

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL  
WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler  
agencies—so will the Fowler wheel.

Direct all communications to The Hill Cycle Mfg. Co.,  
142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

**DON'T LIKE IT, EH?**

For some time past we have heard that THE FOWLER TRUTH was very distasteful to some of our friends, the enemies, our esteemed competitors. During a trip of 15,000 miles, the editor was assured by numerous friends that they had it direct that THE FOWLER TRUTH simply "tramped and jumped all over the enlarged toes of some manufacturers."

Well, gentlemen, we regret (?) that our style of advertising doesn't suit you. We also regret (?) that our wheel doesn't suit you; we also regret (?) that our success doesn't please you; we also regret (?) that our business policy doesn't suit you, because we would so like to do your bidding and be "proper" in your kindly eyes. To please you, we would let our advertising "go to the dogs"; never change our copy; follow other people's style; not seek for something new, but simply keep the ad there to let the public's eye catch the words, "The Fowler."

Of course we would change our wheel in many ways so as to conform with your ideas! We would let our accounts payable run some three or four months past due. Never discount any. Horrors, no!! Get a "sitting" of fine eggs and turn our office into an egg farm; get a sling-shot and plug holes through the windows—yes, do all these things so you would like it, then "pick up our bed and wander away to the poorhouse," all to please you. Oh, yes! We will do all this simply because you are jealous of our ideas, which the unprejudiced say are the best in the business; because our wheel and company have met with unheard-of success. Let us understand one thing—first and last—this company know how to conduct the affairs of the Hill Cycle Mfg. Co. better than any

of you jealous kickers. We won't ask you for ideas in advertising, manufacture of bicycles, or business policy. Our financial credit and reputation, gained by making the Fowler wheel answer the question of whether we know what we are about or not.

Simply because THE FOWLER TRUTH attracts more attention and is read more **than any other five** advertisements in the cycling papers, don't get warm under your hat-band; it will simply be a waste of the "gray matter" that you will need to keep along with us. We did not go into the cycle business to tag on to any one—we went into it and are there to have others follow—and we propose to stay there whether you like it or not.

**AN OMISSION.**

In THE TRUTH last week, in describing the great ride of Wolfe in smashing to smithereens the Chicago-to-New York record, we omitted to mention the tires fitted to the Fowler Bantam that carried Mr. Wolfe to success. They were the Reindeer B, made by the new tire company of Akron, Ohio, The Diamond Rubber Co., who are soon to blaze out before the cycling world with some new

tires that are certainly ones of much merit. We regret the above error last week, as much credit is due to the tires, inasmuch as Wolfe was not delayed once by puncture nor was it necessary to pump them during the entire trip.

**WE APOLOGIZE.**

We wish to apologize to E. C. Stearns for advertising that Edgar Boren rode a Fowler at the Waco races. We also wish to thank the Syracuse firm for referring to us as "that bright little paper—FOWLER TRUTH."

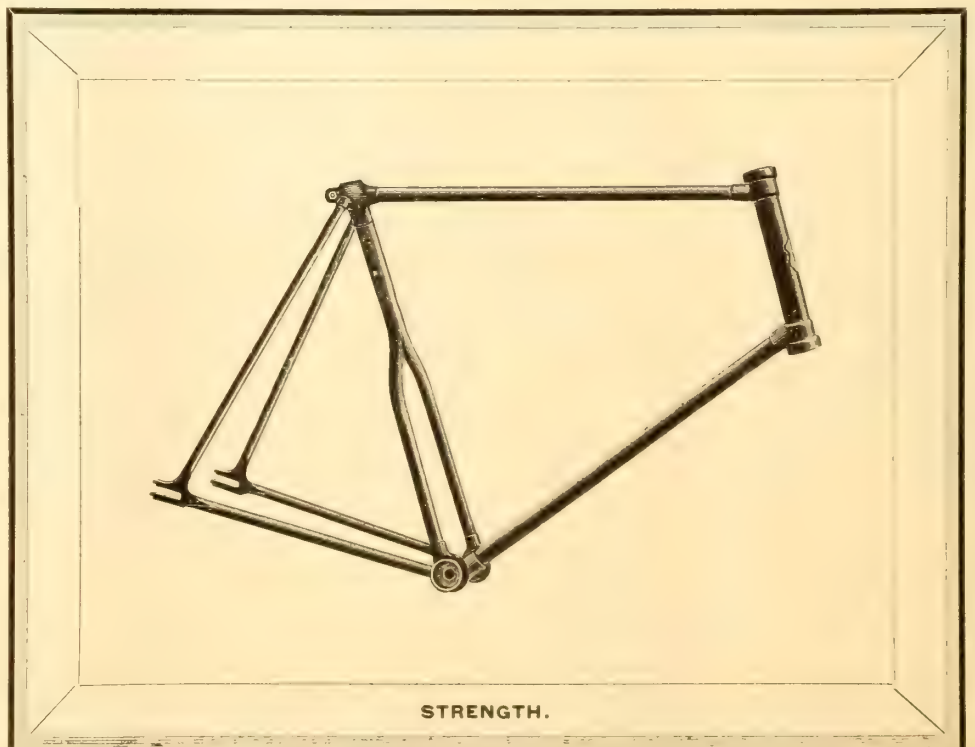
**ON THE FLY.**

THE FOWLER TRUTH is soon to have some new features that will be doubly interesting.

Speaking of 1895, the Fowler catalog will receive more attention than anything ever before got out in the cycle trade. Hear us?

Walking past the Pinkerton Detective Agency recently this sign caught our eagle eye: "We never sleep." We are beginning to think that some of the old "top-notch" manufacturers must think that from the progress of our company, and the Fowler wheel—that that motto (we never sleep) also hangs on every nail in our office and shop.

**LIVING PICTURES.**



**STRENGTH.**



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## THE UNIVERSAL THREAD QUESTION.

The appeal of the Tillinghast Mfg. Co. to the other tire makers of the United States to adopt a universal thread for valve and pump connections, has resulted in awakening a beneficial discussion, if nothing else, and the result will doubtless be the adoption of a universal thread some time in the future, if not very soon. The Overman Wheel Co. are out with a pertinent suggestion in regard to the size of the thread. The following is the reply sent by them to the letter of the Tillinghast company:

CHICOPEE FALLS, MASS., Oct. 1, 1893.

TILLINGHAST MFG. CO.:

*Gentlemen:* We note your letter of the 26th.

In the first place you were wrong not to consult all leading makers before undertaking to get a thread adopted.

In the second place, the thread you propose is entirely wrong, because it is too fine.

The fineness of this thread is entirely gratuitous. There is no possible reason for its being fine, but every reason why it should be coarse.

When a thing has been done wrong, the best thing to happen is to have it done over again.

Very truly yours

OVERMAN WHEEL CO.

A. H. Overman, *President.*

The Overman company does not condemn the adoption of the universal thread but does insist that the thread should be larger than that advocated by the Tillinghast company and that now used by a large proportion of tire makers in the country. They argue with reason that there is no necessity of having so fine a thread as that in general use and that there are important reasons why a larger thread would be preferable. The arguments set forth are that with a large thread the pump will enter easily and surely; that it will screw down quickly and that there is much less liability of crossing the threads and ruining the connection. These arguments can hardly be controverted but it is doubtful if the tire trade can be convinced at this time in the season when they are well to work on the '95 output to make a change. The matter will stand agitation, however, and by the time another season rolls around the tire trade should be able to agree on a thread that will be best suited to the purpose of connection and adopt it.

## I SHALL NOT BID FOR SPACE

**So Said Colonel Pope—The "Bonus" on Spaces at the New York Show Abolished—Arrangements With Madison Square Garden—The Cycle Magnate on Other Topics.**

THE BEARINGS' interviewer caught Col. Albert A. Pope in his Chicago store the other day. He is in Chicago in relation to a big deal which has nothing to do directly with the bicycle business and which he requested not to be made public. On other topics he was communicative. The interviewer questioned him on several matters of general interest to the cycling trade, the conversation being substantially as follows:

"What are the prospects for Columbia wheels in Europe?"

"Good, the very best. Our wheel sells at a higher price than any other, and we put it on the market as the wheel de luxe."

"Don't you find it hard to sell in competition with English wheels?"

"No; the English wheels, with one exception, are *not* high grade."

"Which one is the exception?"

"The Humber—that is their best Humber. There are three grades of Humber."

"Don't you class the Raleigh and Rudge as high-grade wheels?"

"No."

"Don't you think that wheels are made as cheap in this country as in England, or will be made as cheaply in the near future?"

"No. The duties and the better workmanship will not permit it, and besides labor is much cheaper on the other side. We Americans lead in the matter of improved machinery a long way. Moreover, there is not a factory in England that can compete in the size of its output with many that we have in this country. They have many more factories over there than we have, but they buy their parts and merely put the wheels together in most cases."

"How about the Humber output? Is that not as large as any of our high-grade factories?"

"No. The Humber people make three grades of wheels, about 7,000 of each, I am informed. There are several factories in America that turn out much more than 7,000 high-grade wheels."

"What do you know

"About the New York Cycle Show?"

"I know that it will be a success, a big success in every way. Every inch of space will be sold."

"What do you think of the idea of asking prospective renters of space to offer a bonus in order to secure the spaces that they want?"

"I think that it is a mistake. The arrangements for the show were left entirely in the hands of the secretary of the Cycle Board of Trade, Mr. Kennedy-Child, and the manager of the Madison Square Garden, Mr. Sanger. They sent out the circulars with the bonus clause in them without the knowledge of the directors of the board of trade. As soon as I saw the circulars I wrote them that they had made a mistake and suggested that the matter be changed. When, after a sufficient length of time, it had not been done, I, as president of the board of trade, ordered the change to be made. You will probably receive circulars in a few days with the change in them. I do not blame the trade for objecting to that feature. I shall not bid for space myself. I shall make my choice and if I get the spaces I want all well and good, and if I do not I will be content with what I can get. There is another thing that I do not blame the trade for objecting to, and that is the announcement by Kennedy-Child that nearly all the spaces had been sold when he announced in the circular that bids would not be opened until October 15. Of course he could not know how many spaces had been taken unless he had opened the bids, but I suppose he numbered them and put them on file. That was a mistake, but one that will do little harm. In the matter of the bids for space the matter was

**Left in the Hands of Sanger and Kennedy-Child**

with power to act, and while they made a mistake, it was only a mistake of judgment, and they can not be too severely blamed for that. In the matter of the charges that the prices asked for space at the show, leaving the bonus out of the question, they are without ground. The prices are higher than they were last year, but the exhibitors get more than they did last season. Platforms will be put down, rails will be erected, and signs will be in place, leaving nothing for the exhibitors to do but to paint their names on the signs and set their exhibits in place. It will be much less confusing than last year. They will have all day Saturday to get the exhibits arranged and all day Monday to take them out, and will have the use of the big packing-room for the storage of crates"

"What is the arrangement between the board of trade and the Madison Square Garden Company?"

"A simple business arrangement, whereby the Madison Square Garden Company assumes all the risks and the board of trade will get half the profits."

"What is the condition of the board of trade at the present time?"

"Prosperous. Almost all the capital stock has been subscribed, I believe, and there is no lack of funds. Talking of the board of trade reminds me that there is considerable talk of my running the whole affair. This is all nonsense. The board of directors were selected from the best men in the trade, membership is open to every one in the bicycle business and another year the members can elect such officers as they choose."

**About the Chicago Show.**

"What do you think of the Chicago show?"

"Well, I think that it was not exactly the right thing for you western people to do to go ahead and take the dates of the New York show in opposition to the board of trade without saying a word about it when the board of trade was organized for the purpose of giving a show."

"Are you not aware of the fact, Colonel, that a letter was written to the secretary of the board of trade asking the co-operation of the board in the matter of the Chicago show?"

"N—n—no. Was such a letter written?"

"Yes, and a reply was received saying that the directors of the board would not hold a meeting till the 30th of August, when the matter would be brought up, and nothing further has been heard from it. Of course we could not wait indefinitely, or even till August 30, and so we went ahead."

"Well, it has been impossible to get the directors together. They are busy men with large interests, and in spite of the fact that the secretary has tried hard to get a meeting he has been unsuccessful."

"Aside from that matter what do you think of the Chicago show?"

"It looks very much as if the trade was in a position to patronize two shows. I do not think that the New York show last year attracted many from the west."

"What will be the price of Columbias next season?"

"Now you are treading on dangerous ground. I will have to be silent," and he was.

**Shelby Steel Tube Co.'s New Price List.**

In the Shelby Steel Tube Co.'s new price list, the prices are practically the same. The new list, however, is of greater scope, giving additional sizes running from ¼ inch to 3 inches, outside diameter, and in gauge from 1 to 30, English standard. These additional sizes, many of which have never been produced before in seamless steel tubing, are mostly used for mechanical purposes outside of the bicycle trade, in which class of business this company is getting an important and increased amount of trade.

L. B. Graham, of Chattanooga, Tenn., formerly with Pope Mfg. Co., has gone with the Indiana Bicycle Co.



## HOUK AND HIS WHEEL.

He is certainly a good talker, and knows all the talking points of his new wheel. We were so impressed with his ability in this way that we immediately made him an offer to go to work for us as an advertising solicitor. He refused. All this goes to prove that the statement that he made that there was more money in the newspaper business than in the cycle business was without foundation in fact, and we told him so. Oh, we forget that we are talking about George Houk, of the Eclipse Bicycle Mfg. Co., of Beaver Falls, Pa. Now that we have set ourselves aright we will proceed with our story. George intruded himself into the editorial sanctum in company with Arthur A. Taylor, of the same company, and told the editor that he had the finest thing in the way of a bicycle that had ever been sprung on an unsuspecting public, and that he was going to bring it up. We told him that we should be glad to see it, knowing full well that the rules of the building in which we are located do not allow bicycles to be carried on the elevators during business hours. A little thing like this did not cut any figure with George, however, for he climbed up the stairs to the ninth floor with that bicycle. The only consolation that he had in doing it is the fact that the bicycle does not weigh as much as some bicycles.

As a matter of fact the bicycle was a beauty. Weight 20½ pounds, lines correct, and finish superb. It is the '95 Eclipse, but George said '96. It contains a number of novel features which add to the value of the wheel, and will make good "talking points" for the agent. The tubing in the rear stays is large, as well as the top brace in the front truss. The axles are small but the cones are set into the frame, thus relieving the axles of strain and saving weight. In the crank hanger there is a double row of balls on each side. A cup is set into each side of the crank hanger in the usual way, except that it is set in much deeper than usual; a cone having bearing surfaces on two sides is slipped on the crank axle and another cup is screwed in from the outside. This arrangement allows the two rows of balls to be adjusted by one operation.

After George had told us all about these and many other good features of his wheel, besides letting us know that President Fulton, during his recent trip to Europe, had succeeded in landing a number of good orders for wheels to be sent to France, Germany, and Belgium, introduced the new Eclipse detachable tire, a decided novelty. The tire can be used on any wood or steel rim and seems to fill all the requirements of an up-to-date detachable tire in every respect. It is fastened with wires on either side on the principal of "puckering strings." The Eclipse company will continue to fit tires as ordered, but expect a large sale for their own.

After taking up more of our valuable time than he had any right to, the valuable Houk gathered his wheel under his arm and started down the 179 stairs that separated him from terra firma, leaving us impressed with the idea that his company would have to discharge him and build poorer wheels or else enlarge the factory at Beaver Falls. As he passed out Taylor managed to speak long enough to tell us that his vacation was at an end and that he was going back to the factory and to work.

## HE SELLS TIRES NOW.

For five long years C. E. Weaver, the subject of this sketch, labored for the McIntosh-Huntington Co., of Cleveland. He managed the bicycle department and made the name of the McIntosh-Huntington Co. a power in the land in cycling circles. Last spring he severed his connection with the firm and is now managing the tire department of the Boston Woven Hose & Rubber Co. Mr. Weaver is at present in Chicago showing samples of the firm's tires. One new improvement in this next year's tires is the new valve. It is so small that one needs a microscope to find it. It fits a 3-16th-inch square hole and is certainly an improvement over the old style. This valve is fitted to an ordinary inner-tube tire.



C. E. WEAVER.

Mr. Weaver is also showing a detachable tire which can be fitted to an ordinary Crescent rim.

## ALL ON RAMBLERS.

Four more world's records go to the credit of the Rambler bicycles, G. & J. tires, and steel rims. At Sacramento, Cal., Charles S. Wells, the heavyweight California crack, rode a half mile, flying start, in :52½, and a half mile, standing start, in :54½. T. S. Long and Tony Delmas, mounted on a Rambler tandem, rode a half mile, paced, in :52½, and a quarter mile, unpaced, in :24½, both with a flying start.

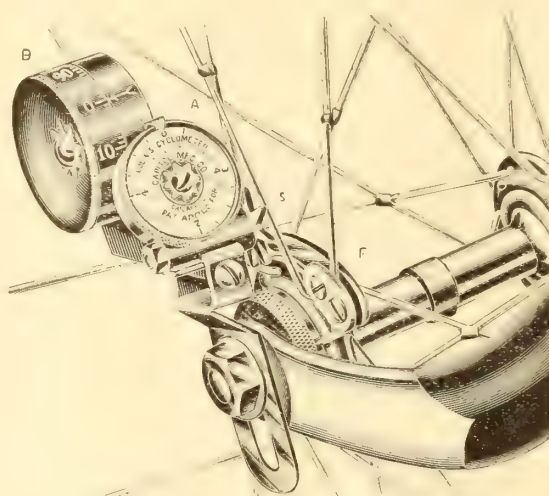
The De Soto round-trip record has again been broken, this time by J. A. Weaver, who set the new mark at 9 hours flat. His mount was a twenty-three-pound Rambler, fitted with G. & J. tires. Notwithstanding the awful hills and rocky roads encountered, the light wheel came through without a scratch, and the tires without a single puncture.

In the Portland, Ore., six-day amateur race, which ended at 11 o'clock,

June 6, there were thirteen starters. The race was won by an eighteen-year-old novice, Millard J. Lee, who rode a Rambler fitted with G. & J. tires, and covered 355 miles. Only two Ramblers were entered in the race, and these took first and third places at the finish.

## A CAPITAL CYCLOMETER.

The Leow 10,000-mile cyclometer, made by the Capitol Mfg. Co., of



Chicago, is attracting considerable attention. The '95 pattern has a black dial with white enameled figures, and weighs but four ounces. It can be put on a wheel in a trice, and the price—\$2.25—is within the reach of all. The Leow has three independent dials, indicating single miles and fractions and can be easily read from the saddle.

## Trade Visitors.

Just at the present time Chicago is overrun with visitors. Among the prominent tradesmen in town this week are: J. C. Bowe, of the Syracuse Cycle Co.; J. A. Barnes, of the Eastern Rubber Co.; F. C. Riggs and H. B. Gleezen, of E. C. Stearns & Co.; R. C. Lennie, of the Pope Mfg. Co.; G. W. Houk and A. A. Taylor, of the Eclipse Bicycle Co., and L. B. Gaylor, of the Black Mfg. Co.

## THEY TAKE EXCEPTION.

EDITOR THE BEARINGS: We take a few exceptions to the following from the *American Wheelman*.

The Shelby Steel Tube Co. is out with a new idea in tubing for handle-bars, which will, undoubtedly find a ready market. These tubes are made with a gauge, thin at ends, and increasing gradually in thickness to the center, thus making a bar much lighter for the same strength than the ordinary tube, as it gives just the proper distribution of metal to withstand the great strain exerted upon it.

The same idea will be used in making tubing for fork sides with the thicker gauge going in at the fork head where the greatest strength is needed. They are also in position to taper handle-bars and fork sides at a saving to the manufacturer. The company reports a very flattering outlook for 1895 trade.

The above idea of the Shelby company is new and yet old. The Warwick tapered back bones and front forks used on the New Mail ordinary years ago are yet familiar, and the illustration of the unfortunate wight, who did not have a wheel with these improved parts, and got a nasty fall in consequence thereof, is still remembered by old wheelmen.

Curiously enough, tapered tubes (except for handle-bars) were seldom used on safeties. Even the cutting down in weight, which has of late been reduced to a science, and has obliged the makers to use a system of reinforcing at the joints, has not brought it into favor. Indications are not wanting, however, to show that the subject is now receiving more attention than heretofore. Makers have not entirely lost sight of the fact that the art of tapering tubing is still in existence, and it is a mooted question which is the soundest construction, as well as the cheapest—reinforced joints or tapered ones. Perhaps we may witness a gain in favor of the latter method next year.

The majority of our business during the past season has been on machines embodying tapered joints with reinforcements swaged in. The Eagle cold-swaged taper tube joints have become well and favorably known, and we have patents pending on this construction. We can use very large size tubing, and still retain symmetrical and medium sized forged joints. The condensing process (cold) to which the tube is subjected, also gives it increased strength and rigidity, not to count the increase gained by the shape of the tube. It is well known that to bend a tapered tube means to crack or wrinkle it, whereas a straight tube will bend easily. The *American Wheelman* correspondent seems to think that joints would be sufficiently strong if the tubing were simply tapered, and by this process consequently thickened. We, during the past season, not only tapered but reinforced as well, swaging in the reinforcement, making the strongest kind of construction for light-weight frames.

Handle-bars were universally tapered when sufficient strength was required to come out in good shape after severe headers on high wheels. That cold swaging increases strength of metal has been emphatically proven. Take spokes, for instance, nine-tenths of all spokes used are now cold swaged, and tubing acquires strength in a much more marked degree than solid metals from being swaged. We have greatly improved this feature for 1895, and as shown in our new line it will be well worth the attention of any one, manufacturer or dealer.

THE EAGLE BI. MFG. CO.,  
F. E. Weaver.

The Marion Cycle Co. have their '95 model wheels ready for inspection. H. T. Scorchers are handsome machines.



## ENGLISH TRADE NOTES.

LONDON, Oct. 6.—The appointment of R. L. Philpot as managing director of the Coventry Machinists' Co. seems to have come as a surprise to many, and much comment was made on the matter when the news was first published in the City of the Three Spires last Thursday. Mr. Philpot, it will be remembered, is a moderately large shareholder in The Rudge Cycle Co., and has been one of the principal opponents of the new Rudge-Whitworth combination. I understand that F. B. Bale will now be works' manager of the old-established Coventry firm.

I learned with some surprise during a visit to the Midlands last week that Mr. Singer has disposed of a portion of his works to the Dunlop Tire Co. I do not know whether it is the intention of that firm to manufacture cycles complete, but I should suppose that such is the case. The Singer factory is a thoroughly well-appointed one and capable of turning out a large number of first-class machines. What with the recent letting of a portion of the Coventry Machinists Co.'s works to the North British Rubber Co., and the sale of a part of the Singer factory to the Dunlop Co., the tire trade is evidently getting on.

I have received a very fine and large prospectus of the Boudard Gear Co. The capital required, or rather asked for, is \$225,000, in shares of \$50 each. The directors are Messrs. A. R. Marten, chairman, Humber & Co.; F. Warwick, director, Cycle Components' Manufacturing Co.; F. W. Shorland, and Marcel Boudard. The prospectus is sent out with a rather clap-trap picture of "coming events," which shows Shorland on a Boudard running away from a crowd of ordinary geared cycles. As the long-distance champion has announced his intention of not racing again, this coming event may be said to be a trifle "off."

But writing of gears reminds me that while at Coventry I noted that several manufacturers are experimenting with large chain wheels, and, so far as I was able to ascertain, considerable benefit has been found to accrue from their use. The success of the Boudard gear is no doubt due to the fact that there is less pull on the chain than usual, owing to the comparatively large gear wheel on the hub, and it is obvious that this result can be arrived at by the use of large chain wheels without the additional friction of internal gearing.

Several new spring wheels are being advertised just now. They are all of the ancient principle of spring spokes, in one form or another. It is really a wonder that men will waste money and time on such monstrosities.

Rims have undergone many alterations during the past few years and the latest variety is constructed of vulcanite, which is said to give splendid results. I have not yet seen any of the new fellows myself, and I shall be rather doubtful about the matter until some actual experiments have been made. At the same time there can be no doubt that the present weight of rims and tires is out of all proportion to that of the rest of the modern cycle. Why could not an aluminum alloy be employed for rims, seeing that there are no joints necessary? For frames it seems a failure, but it might prove a good thing for rims, and, perhaps, front wheel hubs.

I hear that the Beeston Tire Co. is already booking large orders for next season's trade. This is as it should be, for the Beeston tire is a good one. The company has also a new form specially suitable for carriages and ordinary road vehicles. The trade in pneumatics for carriages of the better class will soon be quite a big item with many of the tire companies.

From a conversation I had the other day with a well-known manufacturer in the Midlands I learned that, notwithstanding the licensing scheme, there has never been a year in which so much money has been spent by the trade upon "amateur" records, as the present one. Almost every house in the front rank has had several men up, and the expenses incurred in many instances have been very great indeed. And yet there are people who maintain that amateurism still lives! When will the trade make a firm stand and have nothing further to do with records and other expensive forms of advertising which can be of no value to any sane man. What is the use of a record said to be wonderful today, but completely wiped off the books tomorrow? Surely the public is not so blind as many of the manufacturers seem to think.

Another method of extracting money from the trade has just been started by an enterprising female, who has hit upon the plan of establishing a series of "ladies' records" on the road. Doubtless her expenses are paid by the makers of the machine she rides, but what possible good is to accrue to any mortal person, except the girl herself, from such performances I am at a loss to know. I expect that most English lady cyclists will refrain from patronizing a firm which persists in encouraging the female-record business.

The diameter of the tubes to be used in next year's cycles is to be further increased, at least so far as many houses are concerned, and the gauges are to be reduced to give equal weights. This is all very well up to a certain point, but it must always be remembered that the tendency to buckle increases proportionately with the diameter of the tube, and if the

gauge is cut down too much I fear there will be trouble in this respect. Of course large tubes are a decided advantage up to a certain point, but we may soon reach the limit and then the matter will be overdone, like a great many other things connected with cycling.

J. H. Ball, of Nottingham, has brought out a new form of Helical tubing made out of two pieces of flat steel so joined together that the two brazed edges form a spiral band. He claims that by this arrangement great strength is obtained, while the weight may be reduced at least 33 per cent. This may be so, but we have not heard so much of the "Helical" tubing as was expected at the beginning of the year.

There is a tendency to increase the size of the balls in the rear wheel bearings for next season, which will be a distinct advance. I understand that one celebrated firm, which has for long fitted small bearings, will on many of its next year's machines employ 5-16-inch balls. A machine so built should certainly run more freely when the weight is on it, and the wear will of course be less.

WILL O' THE WISP.

## WORTHY OF CONSIDERATION.

EDITOR THE BEARINGS: Several high-grade wheels having been stolen in and about our city recently, and with no likelihood of recovery by their owners, I have bethought me of an idea which, if presented to manufacturers through THE BEARINGS, might aid greatly in the "capture" of wheel thieves. It is regarding the place and manner of numbering wheels. Most wheels are numbered with very small figures and the number is inconspicuously placed beneath the saddle, which place is concealed from view, when the wheel is ridden, by the rider's legs. It would seem that narrow figures to the length of an inch, molded in the head of the wheel, just above the fork, would prove advantageous in recovering stolen wheels.

If placed there the number could be easily seen and if scratched away direct investigation could, with much reason, follow the detection. It should be generally adopted by all high-grade wheel makers, and if so it would not only be a better means of identifying stolen wheels, but a greater barrier against theft than the present mode of numbering provides. As a suggestion is it not worth the consideration of manufacturers.

FORT MADISON, IA., Oct. 15. A. WHEELMAN.

## Through Yellowstone Park.

GREELEY, COLO., Oct. 12.

ST. LOUIS REFRIGERATOR & WOODEN

GUTTER CO., St. Louis, Mo.:

Gentlemen: Last November I bought a Lu-Mi-Num wheel of the 1893 pattern of you, and from that time to this I have ridden a little over 4,000 miles. Among the many trips I have made was one through Yellowstone Park, and for rough roads that trip was far ahead of anything I have ever experienced. I have the same tires yet and they are in fairly good shape now. Have not paid over \$2 for repairs since the wheel came, and I assure you I consider that your wheel has stood more hard riding than any other wheel would stand. I recommend the Lu-Mi-Num wheel to

any and every one that has as much riding to do as I have.

Very truly yours,

I. ROTHSCHILD.

## THE FOWLER FOR '95.

"The Fowler will be right in the swim next year," said Frank T. Fowler, of the Hill Cycle Co. Last Wednesday Mr. Fowler had just got home from a two months' trip in the west, and was busy at his desk in the factory with mail and other matters that had accumulated during his absence. "Yes, sir," continued Mr. Fowler, "we are getting ready to do a big business next year. In two weeks we will be running full force again, and be turning out wheels for next year. We have done splendidly this year, and have less than twenty frames left in stock. We have not got very many men at work now, for we believe in laying them off during the dull times, rather than to keep them here in idleness, trying to make ourselves believe we are rushed with work. Come into the other room and see what we will have for next year."

THE BEARINGS' man followed Mr. Fowler and Superintendent Graham, and was shown some of the improvements for the new wheel. Without going into details, the writer is able to say that Mr. Fowler has a number of goods things for next year, and that the Fowler will certainly be much improved in '95.

Horace Bell arrived in Chicago recently from England, where he disposed of five hundred or more Humber bicycles, the last of the lot imported into the United States by the Humber-Rover Cycle Co. The wheels were never taken out of bond and were sold to Bell for a song, to save paying the duty on them. He took them to England and disposed of them under the noses of the makers at a handsome profit. Mr. Bell has not yet located in business, but it is safe to predict that he will not leave the bicycle trade, in which he has had a valuable managerial experience. He will remain in Chicago for some time.





**FIVE-MILE RECORD BROKEN.**

**Bert Van Nest Wins the South Side's Race  
—Swenson an *Aeolus* Winner**

Bert C. Van Nest made the South Side Cycling Club's road race on Sunday a memorable event. The distance was five miles and Van Nest, who rode from scratch, took first place and won first time prize by covering the distance in 11:19, breaking the American record. The previous record was 12:09 made in Philadelphia on a straight course, Van Nest riding the Vincennes avenue course with turns. He was paced by F. W. Osmun and Tracy Holmes on a tandem, holders of the American ten-mile tandem record, and P. B. Wilson, F. A. Osmun, G. E. Bicker and J. H. Schroeder on singles. Following is the order of the finish:

	Handicap.	Time.
1. B. C. Van Nest.....	Scratch	11:19
2. Frank Wilson.....	3:30	14:50
3. G. Symonds.....	4:00	15:50
4. J. H. Schroeder.....	1:00	13:20
5. H. Fairman.....	2:30	15:16
6. Charles Haengsen.....	2:30	15:18
7. C. E. Jones.....	2:00	14:57

O. F. Erickson and V. Loos were the judges, with A. J. Breslen starter, and G. J. Duffett, Durand Holmes and E. M. Spike, timers.

*Eagle*

*Eagle*

*Eagle*

*Eagle*

*Eagle*

Eagle Bicycles with Aluminum Rims are made at Torrington, Conn.

# TRIANGLE VICTORIES

AS USUAL, ARE COMING  
THICK AND FAST.

AT YOUNGSTOWN, OHIO—15 mile road race,  
Louis Gimm, 1st time and 2d place, being  
beaten by only 1-5 second

AT WELLSBURG, W. VA.—L. R. Dillon, 1st  
time and 5th place. Eight TRIANGLES  
in the race and all took prizes.

AT WARREN, OHIO—GEO. D. COMSTOCK,

1st, half-mile open.  
1st, one-mile open.  
1st, one-mile boys under 18.  
1st, quarter-mile open.  
1st, one-mile handicap.  
1st, five-mile handicap.

AT CLEVELAND, OHIO—

1st, five-mile open.

## ARE YOU FOLLOWING US?

THE PEERLESS MFG. CO., CLEVELAND, OHIO.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast. THE SELTZER-KLAHR HDW. CO.,  
535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania and New Jersey.



## THE NEW WAVERLEY.

The Indiana Bicycle Co. do not believe in waiting until the first of the year before they show their '95 wheels. They have already gotten out their '95 wheels and for the past week have been shipping new models to their agents. The Indiana people have a very handsome wheel for next year. The Waverley Scorchers will list at \$85, and with clincher tires weighs twenty-five pounds; with wood rims it will tip the scales at from two to four



pounds less. The frame is a high one, 23 inches deep, with a 9-inch steering head and a 43½-inch wheel base. The bearings are the famous Waverley, ¼-inch balls being used in the crank shaft and rear wheel, 3-16-inch balls in the front wheel and head and ½-inch balls in the pedal bearings.

## THE FALCON NEXT YEAR.

The Yost Mfg. Co. will have a first-class racing team next year to boom their new high-grade wheel. Ziegler, the speedy Californian; Gus Steele, the clever little Chicagoan; C. R. Coulter, who made a name for himself this year, and C. Harbottle, one of the Canadian champions, will comprise the team. The Yost company expect to do a big business the coming year. Their advance circular, just to hand, hints at many of the fine things that the public will be treated to. The Gold Crank Falcon light roadster, weight, 21 pounds, will list at \$100, and be high grade in every particular. The specifications of this wheel are as follows: Gold cranks; weight 21 pounds; wheel base, 44 inches; handle-bar, plain; height of frame, 25 inches; tires, Yost Detachable, or M. & W., 1½ inches only; spokes, 15 gauge, 32 in front wheel and 36 in rear, tangent, tied and nicked; forks, tapered, elliptical; chain, ¼ Humber; Plymouth wood rims; new adjustable seat-post; 5½-inch tread.

Then there will be the No. 3 Falcon roadster, weighing from 24½ to 27 pounds, and listing at \$85; the No. 6 Falconess, weighing 27 pounds, listing at \$100; the No. 5 Falcon, with twenty-six-inch wheels, weighing 21½ pounds, listing at \$65, and the No. 7 Falconess, weight 25 pounds, listing at \$70. With the Yost handle-bar, tires, adjustable seat-post, and yoke axle bearings, this line of wheels ought to be decidedly popular in '95.

## Evansville Trade Is Peculiar.

EVANSVILLE, IND., Oct. 10.—The bicycle trade in Evansville this year has been "peculiar," to say the least. In '92 there were about 300 wheels sold here, Ramblers, Columbias, and Kenwoods leading. Last year there was about the same number sold, Clevelands, Kenwoods, and Victors being the most prominent. W. C. Paine, who had sold the most wheels in '92, was sick all year, and Fred Thomas, a brother-in-law of H. A. Lozier, was in charge of his business, and as a result his sales were largely Clevelands. Dunham had a large trade in Kenwoods and Victors. This year Paine has been traveling for the Pope Mfg. Co., and Dunham has taken his store and agencies. He has pushed the Victor, and has had a fine trade, but most of it has been in the part of Kentucky lying contiguous to this city. C. P. Mingst, who started in business last year, has had the agency for Columbias, and has done very well this year. But the local trade has been mostly in cheap wheels, and there has not been forty wheels sold in the city at \$125, or more.

Dunham had a sick spell last fall, but is physically stronger than ever now. He has just fitted up a good repair shop on Third Street, and he proposes to build some wheels for '95. He has ordered parts from Snell, and expects to build about 100 machines. Mingst expects to enlarge his store for '95. He is a conservative dealer, but is very well informed, and very popular with the riders.

The bicycle riders here are exceedingly "wrathy" just now because the council is talking of putting a tax on bicycles. The proposition is to tax all sorts of vehicles. As we already have a lamp and bell ordinance which is strictly enforced, the riders think they are imposed upon. The rumor is that the tax is to be \$5 per annum in addition to the tax already levied on them as personal property.

## RACING MAN AND SALESMAN.

C. A. Benjamin, of Syracuse, is well known in all parts of the United States. He is one of the fastest racing men in western New York and can give any of the Class A cracks a rustle. But this is not all of "Ben's" accomplishments. He is also one of the best traveling men in the business. He was connected with E. C. Stearns & Co., when that firm started to build bicycles, but recently he severed his connections, and at the present time he is traveling in the west in the interests of The L. C. Smith Tire Co., of Syracuse. If you have already ordered your tires for '95 you want to dodge this young man, for if he once gets hold of you you can not get away until you give him an order, for he is one of those persistent fellows who never give up.



C. A. BENJAMIN.

## Shelby Steel Tube Co. Officials for 1895.

At a meeting of the directors of the Shelby Steel Tube Co., October 9, the following officers were elected for the ensuing year: D. L. Cockley, president and manager; J. C. Pattison, treasurer; H. H. Cockley, secretary. The new secretary, who is a son of the president of the company, is well and favorably known to the bicycle trade. His technical knowledge of the tube business, and his experience as salesman of the company during the last two years, fit him peculiarly for his new position.

## A New St. Paul Firm.

ST. PAUL, MINN., Oct. 10.—A. D. Smith, one of the prominent amateur athletes of St. Paul, Minn., will open a new cycle store in that city about March 1 next. Mr. Smith is well known locally as an experienced wheelman of considerable ability, and is also a crack skater, holding a number of the world's best long-distance records, besides many of the best Minnesota records. He has also been a former frequent contributor and correspondent for many of the cycling journals. It is Mr. Smith's intention to handle two or three strictly high-grade wheels, a line at more moderate prices, bicycle sundries, and a limited line of sporting goods. He is open for correspondence with manufacturers and dealers, for the present, at 180 East Third Street, room 402.

The Eagle Bicycle Mfg. Co. are elated over the performance of Van Nest, of this city, in breaking the five-mile road record recently. In their advertisement this week they take a novel way of showing the popularity of the Eagle wheel in the club of which the record holder is a member, the South Side Cycling Club.

Kirk Brown, of the Dunlop Tire Co., 504-506 West Fourteenth Street, will take a trip to Frisco during the course of next month. He says, in regard to the universal-thread idea that it would be entirely out of the question for the Dunlop people to change their valves to meet the requirements and that it will therefore be impossible to enter into such a plan.

E. C. Stearns & Co. write that Mr. Edgar Boren was credited as having won various races in Waco, Texas, on September 7, on a Fowler wheel. Boren rode a Stearns.

The Chicago Tip & Tire Co. have just been appointed northwestern agents for The Lobdell second-growth ash wood rims, one of the finest wood rims made.



## List Prices REDUCED ONE-HALF

On Warranted Bicycles of  
this year's make. . . .

## LIBERAL DISCOUNTS TO AGENTS

From our reduced prices.

No such reliable goods at anywhere near the prices have ever been offered. Dealers can meet any competition in the U. S. at the present time with these goods.

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 28-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	60
'93 Ladies' Regis, weight, 32 lbs. Highest grade	150.	75
'93 30 lb. Scorchers Sylph (Received highest award World's Fair) 150.	150.	75

**Liberal Discounts from these prices.** Send for Special Bargain List and Discounts. Buy a sample machine, it will not cost you much, and you will be convinced these cycles offer the best value on the market today and are ready sellers.

**ROUSE, HAZARD & CO., 142 G STREET PEORIA, ILL., Manufacturers.**  
MENTION THE BEARINGS.



### TRADE CHANGES.

BALTIMORE, MD.—The Lee & Gundry Cycle Co., consisting of Wm. P. Gundry and Harry C. Lee, and doing business at 6 West Fayette Street, reported to have placed on record a deed of trust, for the benefit of their creditors, to John Watson, Jr., as trustee, who is bonded to the amount of \$4,000. The assignment is attributed to business depression, and the failure of the firm to have their sample wheels on hand at the proper time. Their liabilities will amount to about \$6,000. and their assets, \$2,000.

NEW YORK, N. Y.—L. C. Jandorf, bicycles, sporting goods, has removed to larger quarters at 57 Park Place, and 17 and 19 College Place, and will continue to do a general jobbing and retail business.

PHOENIX, ARIZ.—The W. G. Getz bicycle agency has removed to larger quarters on Wall Street.

WASHINGTON, D. C.—L. C. Wahl, bicycles, representing the Liberty, reported last week at 125 F Street, N. E., removed to more central location, 811 G Street, N. W.

CHICAGO, ILL.—The American Wheelman's Protective Association, incorporated by Charles E. Kremer, Wayne S. Demorest, and Will F. Wanless. Capital stock \$1,000.

ROCHESTER, N. Y.—The Hall-Shone Co., incorporated by Ephraim H. Hall, James W. Shone, Herbert L. Hall, of Rochester, to manufacture and sell mudguards, etc., for bicycles. Capital stock, \$10,000.

HAGERSTOWN, MD.—Wise & Rohrer, tire manufacturers, reported judgment against Wise for \$327.

ATLANTA, GA.—The Indiana Bicycle Co. will establish a branch house corner of Peach Tree and Walton Streets. Edward Rolle, formerly in charge of the bicycle department of the Lowry Hardware Co., to be local manager.

NEW YORK, N. Y.—The Vigilant Cycle Co., at 2020 Seventh Avenue, stock of bicycles, etc., sold out by sheriff. This company was incorporated in January last with a capital stock of \$2,000.

UTICA, N. Y.—Arthur F. Ferris, bicycles, etc., bill of sale reported against him for \$1. ROCHESTER, N. Y.—Sager Mfg. Co., incorporated by J. H. Sager, George C. Sager, and Frederick Zoller, of Rochester, to manufacture and sell bicycle saddles, and other bicycle attachments. Capital stock \$25,000.

DENVER, COLO.—The Deitz Cycle Co. filed copy of its corporate seal with the secretary of state.

TOLEDO, OHIO.—The Truman bicycle factory is preparing to occupy a factory building on Smead Avenue.

BAYONNE, N. J.—G. B. Spearin, bicycles, reported as having placed chattel mortgages on record for \$2,000.

TACOMA, WASH.—J. R. McIntyre, bicycles, etc., reported as having recorded bill of sale for \$1.

PLAINFIELD, N. J.—John Vetterlein, bicycles, reported as having recorded bill of sale.

CHICAGO, ILL.—The Monarch Cycle Co. are making preparations looking to largely increasing their '95 output. They intend to manufacture 15,000 wheels, which number will be just fifteen times as great as the number turned out two years ago. Three hundred skilled mechanics are now employed.

JACKSON, MICH.—The Derby Cycle Co.'s factory, for manufacturing bicycles with prison labor, is about ready to commence operations. The machinery is all in position, and nineteen convicts have commenced work. The contract the Derby Cycle Co. has with the prisoners calls for seventy-five convicts.

CHICOPEE, MASS.—The Lamb Mfg. Co.'s four-story addition to factory about completed. The company will occupy the building about December. The second floor of this large building will be used as a receiving room for supplies, and bicycle repairing. The

third floor will be used only for the assembling of skates and bicycles, and the fourth floor will be given to the storage of bicycles and gymnasium goods.

LITTLE ROCK, ARK.—Fones Bros.' Hardware Co., hardware, bicycles, etc., sustained serious damages during recent cyclone.

ADEL, IOWA.—Row & Brooke, hardware, bicycles, etc., fire loss of \$3,000, fully insured.

CLEARMONT, MO.—Cullom & Wolfe, hardware, bicycles, etc., succeeded by Wolfe & Houston.

EDMONDS, WASH.—McDonald & Co., hardware, bicycles, etc., judgment recorded for \$451.

### Riggs Leaves Stearns.

Frank C. Riggs has resigned his position as superintendent of agencies for E. C. Stearns & Co. E. H. Wilcox, late of the Ariel company, succeeds him.

### Salesmen Wanted.

The Monarch Cycle Co. want a few good traveling men. Here is a chance for good men looking for positions.

READY FOR DELIVERY

THE '95 MODEL

TEMPLE  
SPECIAL

WEIGHT AND PRICE RIGHT.

Ralph Temple Cycle Co.,  
2208 Michigan Ave.,  
CHICAGO.

Removed from 158 22d St.

MENTION THE BEARINGS

## HIGHEST GRADE OILER.



FULL SIZE.

PRICE, 25c.

The "PERFECT" Pocket Oiler is absolutely unequalled. It is the tightest, neatest, and cleanest oiler in the market. Don't use a cheap or leaky oiler when you can buy the best oiler in the market for 25c.

'STAR' OILERS, second to none but the "PERFECT," 15c. each.  
OILER HOLDERS OR PUMP HOLDERS, 25c. each.

CUSHMAN & DENISON, 172 9th Ave., New York.

MENTION THE BEARINGS.

WRITE US IMMEDIATELY AND  
RESERVE YOUR ROOMS.



OUR CUISINE IS PERFECT

If you are coming to the Cycle Show  
we will take good care of you  
and your friends.

Clifton House...

Wabash Ave. and Monroe St., CHICAGO.

We are within one block of the show and our rates will be

\$2.00, \$2.50, and \$3.00, American Plan.

MENTION THE BEARINGS



# THE BEARINGS

Vol X  
No 13

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, OCTOBER 26, 1894.

## RUNNING HORSE DISTANCED!

**John S. Johnson Rides a Straightaway Mile at Buffalo in the Phenomenal Time of 1:35 2-5.**

**He Beats the Running Horse Record by 1-10 of a Second—A Thrilling Ride.**

BUFFALO, N. Y., Oct. 25.—John S. Johnson today rode a mile in the unparalleled time of 1:35 $\frac{2}{5}$ , almost 15 seconds faster than any single rider has ever covered the distance in the world; 6 seconds faster than any tandem in the world has ever negotiated the distance, and last, but by no means least, 1-10 second faster than the world's record for running horses. The last named record is held by Salvator, who covered the mile in 1:35 $\frac{1}{2}$ , August 28, 1890.

The discrepancy between the running horse record and the fastest bicycle record has been a bitter thought for the bicycle racing men for several years, and innumerable attempts have been made, in both this country and in England, to reach the figures set by Salvator, but hitherto all efforts have been of no avail. The performance of yesterday was certainly a marvelous feat, and although the record was made on a straightaway course, with a favorable wind, Johnson fully proved his ability to ride as fast, if not faster, than any man living today.

### The Feat Becomes Even More Marvelous,

when it is considered that the Minneapolis boy rode the course in heavy black tights and two thick sweaters which tended to impede the free play of his muscles; but even with these impediments Johnson never budged from his position at the rear of the quadruplet and when he crossed the finish line, his front wheel was lapped on the rear wheel of the big machine.

As the record breaker and the pacemaking quartette crossed the tape the features of the men were absolutely indistinguishable; all that could be heard and seen was a roar, a flash of variegated colors and a cloud of dust. The quarter, half, and three-quarter mile running horse records all had a narrow escape from being beaten, and ere the party leaves the city, it is pretty good guessing that all the above named records, will not only be equaled, but cast far into the shade. These records are now as follows: Quarter mile :21 $\frac{1}{4}$  by Bob Wade, August 20, 1890; half mile, :46, by Geraldine, August 30, 1889; three-quarter mile, 1:09, by Domino, September 29, 1893; one mile, 1:35 $\frac{1}{2}$ , by Salvator, August 28, 1890. Johnson was 3-20 second behind the quarter record;  $\frac{1}{10}$  of a second behind the half; 2 $\frac{1}{5}$  seconds outside at three-quarters, but came 1-10 of a second to the good in the full mile.

### His Official Time For the Entire Distance

was 1:35 $\frac{2}{5}$ , although one watch caught the mile at 1:35 flat.

The afternoon was bitter cold and a raw and biting wind was blowing from Tonawanda way. The wind was so strong that it would have been utterly impossible to approach record time on the course that was used Monday and Tuesday in the unsuccessful trials, and on which the record breaker rode toward Tonawanda. To take advantage of the wind the course was remeasured, the start being made a quarter mile this side of the old finish, and the new finishing point a corresponding distance this side of the old starting point. On this course the first quarter was on a down grade, the second quarter slightly uphill, and the last half comparatively level. Electric timing appliances, with magnetic bells and push buttons were arranged, and

guns were fired at the start and first quarter. In this manner the timing was made as accurate as possible and the accepted official time was, undoubtedly, not a fraction of a second at variance with the actual time of the performance.

The team and the quad arrived at the training quarters about 2 o'clock, and after a rub down Johnson, Callahan, "Rastus," the mascot, and Steenson went out for a warming-up spin on the big machine. They had proceeded only a short distance, however, when the second chain on the quadruplet parted. This occasioned a delay of a half hour, and it was about 4 o'clock before

### Johnson Set off for the Trial.

He was conveyed to the starting point by a bus, so as to lessen the chances of a possible puncture to his tires. A few minutes later the quad moved away at a sharp clip. Charles H. Callahan occupied the front seat, H. A. Seavey second, Pat O'Connor third, and big W. A. Rhodes was up on the last seat. This team composed what was known as the heavy quartet, and their combined weight lent a steadiness to the machine that was at wide variance with the wobbling motion when the team of light weights was up. Finally at 4:45 o'clock the preliminary signals were transmitted. A moment later the starting gun was fired, and the signal to the finish instantaneously transmitted through the electrical appliances. Way in the distance the waving mass of muscles could be seen, and at the quarter the watches registered 21 $\frac{3}{5}$  seconds. The "quad" team was working grandly, and Johnson's front wheel was literally glued to the rear wheel of the big machine.

### They Passed the Quarter

at a merciless clip, and horses on the opposite side of the road sprang aside at the fleeting phantom. The next quarter was a trying one, being up grade all the way. But, nevertheless, the men worked like Trojans and covered that portion of the route in :25 $\frac{3}{5}$ , with Johnny still under cover behind the machine. From the half-mile post the course was almost level, and the speed of the machine was increased. The third quarter was reached in :25 flat. As the men began the final effort, those waiting at the finish could hear frantic shouts of, "Go ahead! go ahead!" Johnny could be seen behind the machine, and it appeared as though he were preparing to jump past the quad. On they came in a perfectly straight line, wavering neither to right nor to the left. As they came nearer Johnson made no attempt to beat out the big machine, but was lapped on the rear wheel. Like a flash they shot across the tape and the watches stopped at 24 seconds for the last quarter, and

### 1:35 2-5 For the Mile.

After the quad team retired to training quarters, Seavey was taken with a cramp in the right leg, and for some time was in a bad condition. Johnson of course felt happy over the successful attempt, and joyfully said to his mentor, Tom Eck, "Well, Tom, the running record is equaled at last." Willy Tom was naturally in high spirits, and repeatedly said, "Well, I always felt confident that I had the fastest man that ever rode a wheel, and now I'm sure of it." Speaking of the ride on the quad, "Billy" Rhodes remarked: "The trolley poles fairly whizzed past my ears, and the thought came to me, if ever we strike one of those poles we'll go right through them."

Further trials will probably be made tomorrow. Several of the quad riders claim that the mile can be ridden still faster, and propose to go the distance in 1:30 at the next trial. If this be possible the intermediate horse records will surely be cast in the shade.

### FAST MILE BY THE QUAD.

BUFFALO, Oct. 23.—Murphy, Louis Callahan, Saunders, and Kennedy rode one mile, flying start, on the quadruplet today in 1:41 $\frac{1}{5}$ . The first quarter mile was made in :26 $\frac{3}{5}$ ; half mile, :48 $\frac{3}{5}$ . The second quarter mile was made in :22 $\frac{1}{4}$ , and the three-quarter mile in 1:13 all being world's records. Johnson was to follow, but punctured his tire after going 200 yards. After half an hour's delay, Rhodes, Seavey, O'Connor, and Charles Callahan came out. The pistol failed to go off and they went through three-quarters of a mile and 200 yards in 1:18. Johnson's tire was punctured again just before crossing the tape.



## TYLER'S WORLD'S RECORDS.

**The Springfield Lad Gets a Grist of Them at Waltham—Porter's Class A Figures.**

WALTHAM, Oct. 19.—For the past two weeks bicycle record hunters at Waltham have had very hard luck as far as the weather has been concerned. When it has not been cold the wind has blown a perfect gale, and when the wind has been down, the air has been too chilly for the record smashers. But today was perfect for the work and a grist of new marks was gathered in at the fast track. Two of them are world's records and the other three are Class A marks.

Taken altogether it was the most successful and satisfactory record day at the track since the record season began there under the present sanction. When the men got ready to go, the wind died down and the air was very warm and conducive to fast work. Three weeks' wait was crowned with such brilliant success for Harry Tyler that he is willing to wait another three weeks for another such day.

Tyler has been hampered in his work by the difficulty to find a third tandem team suitable to pull him fast enough to come under record. But the team at last found, no time was lost in getting it into condition and

### "Riverside" Smith Made His First Class B Bow

as a consequence. Thatcher was the other man who was not familiar to the cranks who have been wont to assemble at the track nearly every afternoon for the past three weeks. Johnson and his team seem to have taken the bad weather with them, and it is safe to assume that they wished themselves back at the track.

The officials had been notified that Tyler would try for something, and they arrived at the track shortly after three. At that time, the wind was blowing a gale and the air was just getting warm and balmy. A little crowd gathered at the quarters where the pacing teams were getting into condition and being rubbed.

Nat Butler, having made an arrangement to pace the Tyler team, was warming up on a tandem with his brother Tommy, who has just recovered from a bad shoulder. They were cutting a quarter at a :25 clip and were taking the upper turn when the rear wheel of the machine collapsed and threw them both heavily. Neither was badly hurt. Nat was saved a bad scraping by the presence of several thicknesses of racing togs. He cut through a few, but the metalitic failed to reach his skin.

Manager Sidwell and Trainer Webb had a consultation and decided that there was no time like the present, so he sent Harry for the two-mile paced, standing start, mark. When all was in readiness not a breath moved the trees on the hills about the track, and it was an ideal time for record. Tyler was in excellent condition and never felt better in his life.

### His Pacers Were Also in Fine Fettle

and sat their wheels well throughout the work. All the pick-ups were done well and not a blunder of any kind marred the perfection of the mark. And when Harry rolled over the tape at the end of the two miles, he had made six new world's records.

He lost no time in getting down to work and after going round the track just once, announced that he was ready to undertake the task.

Accordingly he was brought to a standstill at the tape and the first tandem, ridden by Thatcher and Coleman, started at the homestretch curve to come down to the tape. Just as they slipped past him, going easily, he tacked on and they gradually increased their speed till they had him at top speed, which he attained with ease before the first turn had been made.

The team now lit out and began to carry him beautifully. They did not run away from him an inch and they carried him two-thirds of a mile. Just as they turned into the stretch on the third third, Gardiner and Bainbridge effected their pick-up, which was beautifully done and without the loss of a single second. The first tandem swung wide and the riders sat up panting. They had carried him a good pace and the third tandem team now watched him furtively, sitting their machine held by attendants at the quarters on the back.

Tyler was riding with his usual grace and steadiness and never swerved in the least. His form was perfect. His manager, Sidwell, familiarly known as "that funny little man, Ah Sid," was chasing himself about the oval, shouting encouragement to his man and cautioning the pacers not to queer the mark by

### Running Away From the Man.

Various other "regulators" stationed at different vantage points on the oval kept the going well controlled.

The last tandem started at just the right moment and they too made the pick-up with cleanness and dispatch. This tandem was ridden by George Smith and Eddie McDuffie.

It was seen by the watches that Tyler was easily under record when he came into the last quarter, and the effort was made by his handlers to have him exceed the flying mark for the distance from the standing start. To this end they bowled with redoubled vigor, and Harry responded nobly, coming over the line under Butler's mark of 4:04<sup>4</sup>/<sub>5</sub>. He circled the track once, and after receiving congratulations, went to his quarters for a good rub-down.

The best previous mark was made by A. D. Kennedy, of Chicago, August 18, 1894, at the national championships at Denver.

Beginning with the mile and a quarter mark every intermediate mark

is a world's record. Here they are, with Kennedy's beaten records included above the mile:

DISTANCE.	TYLER.	KENNEDY.
Quarter-mile	:28 <sup>1</sup> / <sub>5</sub>	
Third-mile	:42 <sup>1</sup> / <sub>5</sub>	
Half-mile	1:01 <sup>1</sup> / <sub>5</sub>	
Two-thirds mile	1:20 <sup>1</sup> / <sub>5</sub>	
Three-quarter miles	1:30	
Mile	2:00	
Mile and quarter	2:30 <sup>1</sup> / <sub>5</sub>	2:39 <sup>3</sup> / <sub>5</sub>
Mile and third	2:40 <sup>1</sup> / <sub>5</sub>	2:50
Mile and half	3:00 <sup>1</sup> / <sub>5</sub>	3:11 <sup>3</sup> / <sub>5</sub>
Mile and two-thirds	3:22 <sup>1</sup> / <sub>5</sub>	3:38 <sup>3</sup> / <sub>5</sub>
Mile and three-quarters	3:32 <sup>2</sup> / <sub>5</sub>	3:44 <sup>3</sup> / <sub>5</sub>
Two-miles	4:03	4:15

### The Other World's Mark

made was done by Arthur Gardiner, of Chicago. He made a new record for the third mile, unpaced, from a flying start. He made the distance in :39<sup>1</sup>/<sub>5</sub>. The best previous time was :40, done by Sanger at the Waltham track July 17 of the present year. This :40 mark was accepted, although there is a lower mark unaccepted, made by Allen of :39<sup>1</sup>/<sub>5</sub>. This mark of Gardiner's, being done legally, will be accepted.

Arthur Porter, the famous Waltham rider, and the pride of the city then proceeded to demolish Davidson's Class A marks for the quarter, third and half, with flying start with pacemakers. The quarter and third he did in one trial and the half in a separate trial.

He was paced on all trials by Williams, Haggarty, and Metz on a trip-let. He was as fresh as a daisy when he finished and his times, with those of Davidson, which were all made at Waltham during the present sanction, are given herewith:

DISTANCE.	PORTER.	DAVIDSON.
Quarter-mile	:26 <sup>2</sup> / <sub>5</sub>	:27 <sup>1</sup> / <sub>5</sub>
Third-mile	:35 <sup>1</sup> / <sub>5</sub>	:36 <sup>2</sup> / <sub>5</sub>
Half-mile	:55 <sup>2</sup> / <sub>5</sub>	:56 <sup>1</sup> / <sub>5</sub>

If the weather is favorable Tyler will go for the standing start mile mark Saturday.

The officials in charge of the trials were: Referee, J. C. Kerrison; judges, C. G. Percival, Arthur K. Peck, G. L. Sullivan; timers, H. B. Weston, A. S. Martin, C. H. Metz, J. C. Kerrison, Harry Tyler; starter, Ed Thayer.

### FOUR RECORDS IN ONE DAY.

WALTHAM, MASS., Oct. 20.—Harry Tyler won two of Johnson's world's records at the Waltham track today, which have stood for more than a year, a very long time, an eternity, in fact, as regards bicycle records. In addition he made two more world's marks, making four world's records for the day's work.

Arthur Porter, the favorite of Waltham, surprised even his greatest admirers by wheeling a mile in 1:52<sup>2</sup>/<sub>5</sub>, and getting five new Class A marks. Such in brief is the story of the afternoon at the track.

There has not been a more perfect day for record work this season. Not even in the middle of the summer when the record breakers were camped at Waltham did they find better days for their business. The conditions were as nearly like those of the day in July when Bliss made his mark there as could be reproduced. And it's near the end of October now.

To begin with, there was not even a suggestion of wind. Not a leaf on "charity hill" stirred. The sun was very warm on the surface, and between 2:30 and 4 o'clock the air was exceedingly soft and balmy, with no suggestion of chill in it. After that time, a slight east wind started the mist rising from the swamp beneath the bed of the track, and the golden time was gone.

The officials arrived at 3 as usual, and Tyler who had been waiting for their appearance immediately came in for his preliminary rub.

### He Was Feeling Very Confident

and looked well. Everybody at the track urged him to go for the flying and standing miles, but he thought it best not to try with tandems green at picking up and tacking on. The day was an ideal one, and for his sake it is hoped that many more like it are stored up in the repository of the weather clerk.

The attendance at the track was much larger than usual, and the grand stand had a pretty good crowd in it. The boxes were filled, and as there was no charge made for admission, there were many carriages drawn up round the fence. In the middle of the oval a crew of men were getting ready the balloon and parachute for the jump of Monday.

As soon as Tyler got his rub, he came out and did not wait a moment. He realized that the time was fast going when records could be made and he tried the flying half with pacers first. The mark he had to beat was :52<sup>2</sup>/<sub>5</sub>, made by C. S. Wells, of Sacramento, in California within the week. Davidson also equaled the mark within seven days at Hamilton, in Canada. The tandem teams used in the work were Thatcher and Coleman, and Gardiner and Bainbridge. Both took him over the tape together, riding one in front of the other, and at the third, the first team swung wide and left Gardiner and Bainbridge to take him the remaining third. He rode in his usual fine style and cut the mark <sup>2</sup>/<sub>5</sub> of a second.

### There Was the Usual Howling

and shouting, and Harry beat out his pacers, going past them on the inside when he finished the half. The timers agreed on the time. The third was done in :34<sup>2</sup>/<sub>5</sub>. This is <sup>1</sup>/<sub>5</sub> second better than the famous Independence



flying third of Johnson's done in 1893, and which has proved impregnable till now. He was warmly congratulated by all and retired immediately for preparations for the standing half, which he proposed to cut later.

Between whiles Arthur Porter tried to beat the record for the standing half with pacers, Class A. The best previous mark was :58 $\frac{1}{2}$ , made by Davidson at Hamilton. Porter succeeded in doing :59. He was paced by Metz, Haggarty, and Williams on a triplet.

As soon as this attempt was over, Tyler made an assault on the half-mile from a standing start with pacemakers. At the pistol, the pacers were slow in getting under way as the time for the first quarter, :30 $\frac{1}{2}$ , will show. But they soon pulled him way out and as they swung into the back, he was at top speed and going easily. The arrangement of the pacers was exactly the same as before and the same teams rode the tandems in the same order. Here again, he took the third and half marks and the third was previously held by Johnson and was made at Independence in 1893. He did the third in :39 $\frac{1}{2}$ . Johnson's time was :39 $\frac{1}{2}$ . The half was done in :57 flat. The best previous was done by Wells, in California within the week, in :57 $\frac{1}{2}$ .

#### This Ended Tyler's Work

for the afternoon and he expressed himself as very well satisfied with four new world's records to his credit.

As a sort of preparatory warming up for the spectators to Porter's great mile, Eddie McDuffie and "Papa" George Smith wheeled a fast unpaced flying third on a tandem. They cut the quarter in :26 and the third in :35.

Then Porter came out to break the flying paced Class A mile mark, held by Allen, of Springfield. He did it without doubt, as he knocked off more than 5 seconds, but his mark of 1:52 $\frac{1}{2}$  for the mile was even better than his friends thought him capable of. Porter has always been looked on as a very good man and one whom it was hard to beat in a race. His record work has always shone brightly, too. But when it came to wheeling miles

make the working racers shiver. A record made today meant something. Never was there a more forbidding day for record work. A cold, sharp wind blew over the track, and there was not even a suggestion of sun to temper its chill. The air itself was laden with cold, and officials and men were glad when they could quit the park and hie themselves to warmer quarters. The meet was gotten up for the especial purpose of getting the Class A and Class B mile competition records at Waltham. It was half a success, and the other half was a failure. The men riding in the Class A event did not equal the mark, and Tyler won the other class mile in 2:05 $\frac{1}{2}$ .

This cuts  $\frac{1}{2}$  of a second off the mark which was held by Bald, and was made in the great race at Springfield last September. Under the rules of the L. A. W. all competition records to be accepted must be made at a regular race meeting. Therefore this meet has been advertised and there were three races with prizes. Consequently the time made by Tyler will go as the world's competition

#### Record For The Mile.

The races on the card were a mile invitation, Class A, a mile invitation, Class B, and a third of a mile, Class A. The first event was the Class A mile. When the men came to the tape, they begged to be sent off as soon as possible, so that they would not catch cold, and die on the spot. Porter had the pole with Plaintiff next him, and Clark, Callahan, Metz, and McDonough in the order named. Haggarty and Williams were put in to pace on a tandem, and make the race in record time if possible. They started seventy-five feet in front of the field, and when the pistol popped they all started together. Of course the struggle came at once to catch the tandem and take its pace. Porter and Clark had a pretty fight for this, and Porter succeeded in getting it. The start was very slow and they were

#### A Long Time in Getting Under Way.

Even then the pace set by the tandems was very slow indeed. They went



in any such time as that even his most rabid friends never thought for a minute that he was capable of it. Only a little more than six weeks ago Bliss held the world's mile record at that same figure.

Porter was paced for a half by Callahan, Bert Howe, and Metz on a triplet and for the other half by Haggarty and Williams on a tandem. His performance was exceedingly clean and well judged in addition to its being sensational. Beginning with the third mile every mark which he made is a new one for Class A. He took two of Davidson's and three of Allen's.

#### The Pick-up of the Tandem

might have been better, but it did not deter him a fraction of a second. He did not seem to be going at any such pace as his times give it, and this was accounted for by the ease with which he did it. His pacing by the triplet and tandems was of the highest order and their work should not be lost sight of in placing the credit for the mark.

Here are his times, with the broken marks: One-quarter, :27 $\frac{1}{2}$ ; one-third, :36 $\frac{1}{2}$  (best previous, :36 $\frac{1}{2}$ , by Davidson, at Waltham); one-half, :55 (best previous, :57 $\frac{1}{2}$ , by Davidson, at Waltham); two-thirds, 1:15 (best previous, 1:18 $\frac{1}{2}$ , by Allen, at Springfield); three-quarters, 1:24 (best previous, 1:27 $\frac{1}{2}$ , by Allen, at Springfield); one-mile, 1:52 $\frac{1}{2}$  (best previous, 1:58 $\frac{1}{2}$ , by Allen, at Springfield).

The three timers, all men of experience in handling watches, agreed on these times. The officials for the day were as follows: J. C. Kerrison, referee; J. E. Saville, H. B. Weston, and W. F. Rowe, timers; C. G. Percival, Arthur K. Peck, and G. L. Sullivan, judges; Ed Thayer, starter.

There will be a record-breaking meet at the track Monday, in which there will be a Class A invitation, third and mile, and a Class B invitation mile for the competition miles in both classes.

#### COMPETITION MILE RECORD SPLINTERED.

WALTHAM, Oct. 22.—Harry Tyler wrenched a world's record from Springfield at Waltham today. He wore all the racing togs he could put on to keep him warm, and even then the cold was sharp enough to

down the back in Indian file, Porter, Clark, Plaintiff, McDonough, Callahan, and Metz bringing up in the rear. At the bell the field had split in two portions. The tandem was pulling Porter and Clark along and the rest were about  $\frac{1}{2}$  of a mile behind. They came down the stretch in the same order. At the turn Clark and Porter broke from the tandem and for just a moment Clark held Porter. But the Waltham boy then slid away from him and won the race  $\frac{1}{2}$  of a second over record time. The tandem was at fault in setting so slow a pace. Callahan struggled in a very bad third. The intermediate distance times were as follows: Quarter, :34 $\frac{1}{2}$ ; third, :44 $\frac{1}{2}$ ; half, 1:03 $\frac{1}{2}$ ; two-thirds, 1:25 $\frac{1}{2}$ ; three-quarters, 1:37; one-mile, 2:11.

So W. F. Sims still holds the Class A mile competition record at 2:10 $\frac{1}{2}$ , made at Springfield, September 15 of the present year.

The Class B men were more successful. Bald, who held the mark until today, was asked to ride in the race, but did not show up. Four men started, Tyler on the pole with Eddie McDuffie, Nat Butler, and Watson Coleman in the order named. Gardiner and Bainbridge paced them to the last turn on the tandem. Tyler caught the tandem at the pistol and the others strung on behind in this order: McDuffie, Coleman, and Butler. At the quarter Butler dropped out and Coleman did the same thing on the second back. This left only Tyler and McDuffie to ride the race out. Tyler was hanging to his tandem and McDuffie was riding as close to his rear wheel as possible. At the final turn the tandem swung wide and the two came down the stretch working hard. McDuffie hung on well to Tyler and pushed him hard. The intermediate times on the new record mile are as follows: Quarter, :34 $\frac{1}{2}$ ; third, :43 $\frac{1}{2}$ ; half, 1:03; two-thirds, 1:22; three-quarters, 1:33 $\frac{1}{2}$ ; one mile, 2:05 $\frac{1}{2}$ .

There were six starters in the Class A, third mile, and the winners were Haggarty, Jim Clark, and McDonough. The time was :46 $\frac{1}{2}$ .

The officials of the races were J. C. Kerrison, referee; C. G. Percival, A. K. Peck, and G. L. Sullivan, judges; J. E. Saville, H. B. Weston, and Walter Sanger, timers; A. D. Peck, starter.



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GEO. K. BARRETT, EDITOR.

**SALVATOR'S RECORD GONE.**

If Salvator, the greatest race horse that ever ran a mile, could read THE BEARINGS this week we fear that he would die for very shame. His record which has stood for over four years has at last been beaten, not by a thoroughbred specimen of the equine tribe, but by an insignificant human being on a two wheeled affair called a bicycle. It is a mercy that the beautiful animal whose historic contest with Tenny is still fresh in the minds of the lovers of horse racing can not read. He could not even say to himself that the bicycle rider had the advantage of a wind and a straight-away course, for the great Salvator had these same advantages and also had a level track over which to make his mile, an advantage which the bicycle rider did not have. We congratulate Salvator on his inability to read, and also congratulate the plucky John S. Johnson who will get the honor but not the record for the fastest mile ever made by muscle power, and his wily trainer who made him fit to go the distance in the remarkable time of 1:35 $\frac{1}{2}$ , and who found the course on which such a feat is possible for his protege even in the best of physical trim.

A little while ago the performance would have been scoffed to scorn as an utter impossibility. Today the proofs that the time was correct and that the course was full length will be awaited with every expectation that they will come in proper form. Of course the record can not be accepted by the Racing Board of the L. A. W., being a road performance, but it can be hall-marked by the records committee of the Century Road Club which, as far as verifying the time, will amount to the same thing.

**POLITICS IN THE LEAGUE.**

Politics is politics, it seems, wherever found. From national down to club affairs it is the same. It seems impossible for a man to run for an office without being abused and maligned to the last degree. If nothing really bad can be found in his record then his most innocent remarks are distorted to mean anything but what he meant, and he is accused of saying and believing things that he never thought of. It seems a shame that such must be the case in a fraternal organization like the L. A. W., where all are doing a work of love, and where the cause of one is the cause of all, but it is the case nevertheless. This is the season of the year when division elections are being held, and in some cases the fight is being bitterly waged, with all the animosity that ever characterized a ward campaign, and all the mud throwing. We did not set out to preach a sermon nor to moralize, but we can not help saying that it would be better for the League, for League members, and for the cause of cycling if these elections could be held in a more friendly spirit, leaving out personal feelings and petty jealousies and making the election of the best man the one aim of all concerned. We are not hopeful that this beatific state of affairs will ever be reached, but a word in the cause of clean campaigns may tend a little toward that end.

**TYLER'S COMPETITIVE (?) RECORD.**

The news has been given out that Harry C. Tyler has established a new competitive record of 2:05 $\frac{1}{2}$  for the mile. Under ordinary circumstances we would hail the making of a new record for the distance as one of the inevitable great performances that make the history of cycling. As matters stand we can never concede that this is a record in competition,

whatever may be the decision of the powers that be. To accomplish the time Tyler rode in an alleged race gotten up for his especial benefit in which his alleged competitors were men riding the same make of bicycle as himself and on the same team. A tandem crew from the same team was put in to make the pace and an alleged record was made. If this is to be allowed to go as a record we shall expect to see Ziegler riding a mile with relays of pacemakers and a few of his team mates starting with him to give it the savor of a race and making a competition mile in 1:50. If records of this nature are to be accepted it would be quite as just to call the performance of John S. Johnson a record in competition, calling the four men who paced him on the quadruplet competitors and the performance a race. Oh, no, this is not a competition record.

**WOLFE'S PROGRESS.**

CLEVELAND, OHIO, Oct. 24.—Wolfe, who started from Chicago at 5 a.m., Monday, reached here at 2:35 this morning accompanied by a heavy rain, which he picked up just as he entered Oberlin and which stayed with him all the way through. After leaving Elyria about two miles in the rear, he was obliged to return, as the mud clogged his wheel so that it was impossible to ride, and take the railway tracks to the city (twenty-five miles). He had to walk most of the way. A sleep until about 7 o'clock, the first, by the way, since leaving Chicago did the rider a great deal of good, and he left here at 9:30 feeling first rate and confident of beating the record. He is ahead, slightly of the Searle record at this point, with a good sleep in his favor. His wheel was given a thorough overhauling, as it had become considerably strained in last night's ride.

MENTOR, OHIO, Oct. 24.—Wolfe arrived here at noon today, ahead of time. He had been out of Chicago 55 hours and had covered, according to railroad measurement, 379 miles in that time. His actual riding distance, however, is about 400 miles.

UNIONVILLE, OHIO, Oct. 24.—George W. Wolfe passed through this place, 399 miles by rail from Chicago, at 2:30 o'clock this afternoon, well ahead of time.

**SEARLE FINALLY GETS IT.**

NEW YORK, Oct. 23.—R. P. Searle arrived at the City Hall at 12:10 today, making the ride from Chicago to New York in 6 days 7 hours and 30 minutes, lowering Wolfe's record by 1 hour. Searle tried to make the ride under 6 days. The trip was uneventful, except the loss of sleep and a collision with a dog at Utica that delayed him 2 hours. He left Albany on Monday at 2:30 p. m., 8 hours behind schedule, but ahead of the record made by Smith. Poughkeepsie was reached at 11:30 o'clock, where John Van Benschten of the Poughkeepsie club, was waiting for him, and kept him company until Peekskill was seen. At Yonkers E. C. Hungerford, of the Lexington Wheelmen, had been on the alert for 12 hours. Together they started for this city, making the twenty miles in 1 hour and 40 minutes. Some idea of Searle's great stamina can be noted in the fact that after riding six days, and covering 1,000 miles he did six miles in the wonderful time of 19 minutes. Allowing for the difference in time of 1 hour, Searle's record for the distance between Chicago and New York is 6 days 7 hours and 30 minutes. On arriving at the City Hall Searle was taken to the Astor House, and after a rub down was put to bed. He slept all the afternoon and night undisturbed by any visitors.

Joseph Gunther, of the Lincoln Cycling Club, Chicago, now leads the century riders with eighty-five century bars to his credit. Gunther will complete his century of century bars this fall and then rest content. Charley Fairchild has seventy-four and Mrs. Fairchild has twenty-nine, the latter having been ridden since March last.



A tandem race on Buffalo track, Paris.



## PLANS OF THE RECORD BREAKERS

**T**HE record-breaking performances of Otto Ziegler, the Californian, transports public interest for the nonce from the Atlantic to the Pacific coast. It is a notable fact that for the first time on record the world's shorter distance records have been cut into west of the Rocky Mountains. The world's 24-hour record was once lowered by Frank Waller on the coast. The visit of Bliss and Dirnberger to the Pacific coast last spring and the comparatively easy victories of the coast men over the eastern men, spurred the coast men on to greater conquests. Ziegler and the other coast men were successful far beyond expectations at Denver in August and this but fanned the flame. While Ziegler has the pick of the riders on the coast for pacemakers, he can hardly expect to hold his new found honors at the 1:50 figures. There are too many now in the game.

More records can hardly be looked for at Waltham track where John S. Johnson and Tyler and Sanger, with their respective pacemakers, are now located. Waltham is too near the Atlantic coast for successful work at this time of the year. For many days now there has been no news from that quarter.

### Rain Has Fallen Nearly Every Night,

and on many occasions during the day. The air has been chilly and the winds very severe at all times. Waiting for the proper day has become discouraging work. It is reported that Johnson, the star of the Yellow Fellows, will leave Waltham this week, and with a quadruplet and two tandem teams, go to Buffalo. There he will go for a straightaway mile on the asphalt, in the hope of doing better than 1:41<sup>1</sup>/<sub>2</sub>, the record now held by Relph and Schofield, the English tandem team. Rhodes, Steenson, Seavey, and O'Connell will man the "quad," Murphy and Callahan, and Kennedy and Cutter, the tandems, with probably another tandem team, Mayo and Saunders. From Buffalo Johnson will go to Columbus, Ohio, for mile time trials on that city's famous mile track. Thence this great team goes south, probably to Texas, in search of a mile track on which to continue the battle, if needs be, all winter. Mexico is attempting to arouse an interest in cycle racing, much as it did in horse racing, and Johnson, with his team, and probably others, may be invited to participate this winter.

Of Tyler and Sanger, the Union team, little can be said authoritatively, but Dame Rumor has it that this famous pair will be seen shortly

### On the Kite-Shaped Track,

at Kirkwood, Del. As this is also along the Atlantic coast it is highly improbable that anything will be done there, and this pair will have a go for the records. At the time of the Waltham meet Tyler was not by any means a well man. To all appearances at that time he needed a rest badly. Sanger had a bad cold early this month, contracted on the racing circuit, and was hardly in shape for record work. At that time he expected to remain in the north until November 1 and then go south for the mile-paced flying start and unpaced mile. With two weeks to a month for resting time there is no man living can follow pace better than Sanger. The man is not a campaigner, but given resting time before a great race or record ride would be a four to five shot in any event.

The Cleveland team, L. D. Cabanne and A. I. Brown, are a pair that may "cut some ice" in the record work of the year. Cabanne and Brown, with Manager Hoyt, and Trainer Culver, App, and Morgan, with three tandem teams are now at Terre Haute, Ind. The tandem teams are the Johnson brothers, Goetz and A. L. Banker, and Bernhardt and Rigby, the latter, the Toledo Class A riders. Terre Haute is but a temporary stopping place for the team, where their powers will be tested. Should Cabanne and Brown show the ability expected of them, and bad weather prevent further work, a southern trip will be taken. Brown is the quarter-mile champion of the country. His work in the short races and last quarters of the longer races this season has clearly demonstrated that fact in competition. In the record rides he may show up as well. He is certainly a speedy sprinter. Trainer Culver places Brown's quarter-mile time at :23 and half mile at :50. Cabanne has the ability, if brought out, to make the attempt at the mile with some degree of success. Cabanne has ridden very lately a last quarter in a mile race in :26<sup>3</sup>/<sub>4</sub>, and this ties the fastest time ever made in the last quarter of a race.

The Columbia team is now at Springfield, preparing for a campaign. This team is being fitted out with tandems and riders and is being trained for a record-breaking campaign that means "success." After a few weeks preparation at the famous Hampden Park, a flier or two at some of the records to test

### The Ability of Eddie Bald,

the man who is to be starred on the trip, the team will probably proceed south or to California. Manager Bridgman is disposed to think California the proper stamping ground. His tandem teams are not all selected yet, but Goehler and W. F. Murphy, and Ray MacDonald and George C. Smith will be two of them. With all these teams in the field, south, east, and west, there is still another team that will bear watching, viz., the Rambler. This team will occupy the famous Birmingham track from now until Christmas. On this track Bliss and Dirnberger took the mile records late in December of last year. Dirnberger, however, is not now on the team. Bliss will be trained for the short distance and some other rider. Trainer David Shafer will not say who for the longer distances up to the hour. The track has been leased for the exclusive use of the team, thus barring all other teams from the track. Twenty men will be in this party, including Bliss, F. H. Allen, Brandt, Silvie, Lumsden, Githens, Arnold, Warren, and others. Trainer Shafer expects the mile record to go as low as 1:46 or lower, and with that mark in view will train his pacemakers accordingly. Shafer realizes that the mile record now depends upon the pacemaking. He will spend some weeks training the tandem teams alone. Each paces





maker will be as carefully trained as the record breaker. Each will be trained to go his distance at first. Then the teams will be trained to do the pick-ups and when perfect, according to the trainer's idea, the record breaker will be trained to make the changes from one tandem to the other. Then, when all is ready, one crack will be made and that one crack will mean success, so says Manager Atkins. With the mark then made,

#### The Team Will Rest Content.

Their man will be kept in shape to go against any time made and, in the meantime, the longer distances will be attempted, it is said with Steuber, of Detroit, the rider who lowered the road records at Belle Isle, Detroit. Steuber has never tackled records on the track.

Dirnberger, erstwhile mile-record holder, whose sickness all last spring prevented his racing this year, has been training assiduously all this season with record-breaking intent. He may yet be a member of the southern colony.

Fred J. Titus had intended journeying to the south in defense of his five-mile, and records up to and including the hour. His recent illness will prevent this trip, however.

At just what point record breakers will congregate in the south, now that one team has secured the lease of the Birmingham track, is not known. The statement was made that Birmingham track would be open to all teams. This was on the authority of a letter from Captain Snider, of the Birmingham Cycle Club. Mr. Snider wrote later that the association owning the track had decided to accept an offer. This spoiled the game of several teams. Birmingham had the opportunity to hold the greatest record-breaking carnival in history.

Early this year the writer predicted 1:46 for the flying mile, and is free to admit that that figure is higher instead of lower than it should be. Trainer Shafer, of the Rambler team, says :26 for the first two quarters, and :27 for each of the last, which would

#### Place the Mile at 1:46.

Each of these quarters can and will be traveled faster as the single quarter has been, and the final mark that will land the great prize will be much lower than 1:46—probably 1:43 to 1:44.

The unpaced mile will go to 2:01 or 2:02, although this mark is not as generally sought as the mile flying start, the fastest mile ever ridden on a bicycle. To place the final mark of 1:51 last year horses were required. Horses will avail nothing this season though, as no two, or even three runners, hitched to a sulky, could hope to equal the times now being put up by the racing tandems. The building of a tandem for pacemaking work has come to be a science, and there is much interest in tandem records of late.

When the mile record has been brought to its lowest mark this year it is not unlikely that the teams will be satisfied to allow it to remain a season at the least. The past year has seen the mile time repeatedly hammered, no less than a half dozen chips having been cut off.

For the past season interest has centered in the mile times. Another season will see more interest taken in the long-distance records and prognosticators say America will lead in all branches of the sport when the year '95 gives way to its successor.

The close of the present season sees many long standing American-track and place-to-place records broken and a large field of good distance men springing into prominence. Were some firm to take enough interest to promote a similar race to England's justly famous Cuca Cocoa 24-hour race, there would enough good talent come forward from all parts of this great country to draw the eyes of the world toward the contest.

LATER.—The Gormully & Jeffery Mfg. Co. have decided to abandon their record-breaking trip to Birmingham, resting on the mile laurels wrested from Johnson by Ziegler. Bliss has now gone out of training.

#### A Typographical Error.

EDITOR THE BEARINGS: Through an unfortunate mistake in the printing office, the percentage table sent you last week has been made to contain a number of errors. In order to rectify this matter, which does an injustice to several of the men, we hand you below a corrected list of the percentages, and would be pleased if you would make note of this fact: Sanger, .683; Johnson, .568; Bliss, .550; Tyler, .543; Cabanne, .457; Bald, .433; Murphy, .397; Titus, .377.

Yours very truly,

E. C. STEARNS & Co.

#### CABANNE TRIES FOR MISSOURI RECORDS.

ST. LOUIS, Oct. 21.—Last Thursday found the Cleveland aggregation of racing talent here, with Cabanne and Brown at the head, equipped with tandems and intent on record breaking. The attendance, in spite of the attraction offered, was very light. The wind, which was from the south, was blowing so strongly as to interfere with record work. One or two impromptu races were run, among which were two of the "ladies'" races which President Laughlin persists in inflicting on the patient public.

Cabanne made his first appearance in a third-mile attempt, paced by the Johnson brothers on a tandem. He was coming finely, but in the stretch something went wrong with his front wheel, which threw the tire off and broke the rim, giving him a severe fall, which fortunately did not injure him beyond a few scratches. After a rest and a rub down, he came out for a mile trial, the Johnson brothers and Goetz and Bernhardt pacing. With a flying start he did the half in 1:00%, which did not equal his old record on this track by the fraction, and the mile was done in 2:02, a track record. He afterward did a third, paced by Goetz and Bernhardt, in :37%. Had it not been for the wind and his fall, he would undoubtedly have made a better

showing. The team have left for Terre Haute, and taken with them Jack Coburn, a local Class B rider, who has worked himself to the front this season.

Yesterday was the day set for Bert Harding to make his attempt on the American 100 mile track record, which was to be done on the mile track at the fair ground at the St. Louis Cycling Club's tournament. All the arrangements for pacemaking were made and although the track was not in as good shape as was expected, the day was such a fine one that Harding thought he would ride any way. He started at 11:29 a. m., and rode under his schedule time (which called for 4:43:20 for the 100 miles) from the start. He had two tandems and a triplet for pacing and the work of E. E. Anderson, Horace Rumsey, Dave, Louis, and Tom Coburn, and G. A. Maxwell in pacing him was especially noteworthy, although all of his pace-makers, of whom he had nearly twenty, were good.

About 12:30 it began to cloud up and an hour later the rain fell in such torrents that he had to stop. He had then covered forty miles in 1:52:03%, and was inside his schedule and also the time of Frank Radway, of London, Ont., for that distance. As it was he broke the state records from five to ten miles, doing the former in 13:34, and the latter in 27:16%, and establishing state records up to forty miles. He was riding in fine form when compelled to quit by the rain and was greatly disappointed at the turn in the weather. He will make another attempt on this coming Wednesday, the weather permitting.

E. E. Anderson, furnished the sensation of the day in riding a flying quarter, unpaced, in :26%. This is but 1/3 of a second behind Tyler's Class B record for the distance and, as far as could be ascertained, is Class A record, as it equals Harley Davidson's paced record. A stiff wind was blowing down the stretch and Anderson seemed to fairly fly along. His Class A days are about over though, as he will shortly join the Stearns' team. During the afternoon the Class A races were run off, resulting as follows:

#### Summaries:

Third-mile open.—G. A. Maxwell, first; Tom Coburn, second; Horace Rumsey, third. Time, :50.

One-mile open.—Dave Coburn, first; Tom Coburn, second; George Helmich, third. Time, 2:45.

One-mile invitation.—Alex Laing, first; W. G. Corfe, second; W. M. Breckinridge, third. Time, 2:40 2/3.

Rain this morning prevented the St. Louis Cycling Club from holding their ten-mile sealed handicap road race, and it has been postponed until two weeks from this date, and on next Saturday will hold their round trip De Soto run.

ST. LOUIS, Oct. 24.—Bert Harding broke the American 100-mile record today, riding the distance in 4:37:56 1/2 without a dismount.

The Cleveland team, now in training at Terre Haute, Ind., broke two state records last Monday. Cabanne rode a quarter in :25 1/3 and A. I. Brown a mile in 1:56 3/4.

#### GUY GARY BOBS UP AGAIN.

HANOVER, N. H., Oct. 18.—The annual athletic games at Dartmouth College, held here today, resulted in some excellent sport. The programme consisted of nineteen events, of which four were bicycle races. Guy Gary, the Boston crack, who only came here this year, and is therefore a '98 man, distinguished himself by winning every cycle contest, thereby stamping himself as a valuable addition to the athletic branch of old Dartmouth. The track was in fine condition, and the summary of the bicycle races only follow:

One-mile handicap.—Gary, '98, scratch, first; Gilman, '98, 50 yards, second. Time, 2:43.

Quarter-mile scratch.—Gary, '98, first; Gilman, '98, second. Time, :37 1/2.

Half-mile handicap.—Gary, '98, scratch, first; Lull, '97, 20 yards, second. Time, 1:20.

Two-mile handicap.—Gary, '98, scratch, first; Gilman, '98, 50 yards, second. Time, 5:16 1/2.

#### Sanger Is Careful.

Sanger, the big racing man, knows which side his bread is buttered on. He has often been censured, and sometimes roundly roasted for showing, what his critics chose to term it, the white feather. This was in cases where the track was not safe or where he was out of shape. Again it was where the big fellow refused to take dare-devil risks, when he would sit up and allow inferior men to beat him out. Sanger, so the report said last week, has the highest percentage of wins over his principal competitors this season. This was only gained by care. It will be remembered that Sanger's one fall at the international meet in Chicago last year cost him many thousands of dollars, for it threw him out of the best portion of his season's work. Without that fall Zimmerman would hardly have scored his 100 and more firsts.

During the past season Sanger has captured \$10,000 in prizes, probably the most valuable prize list of the season. This was only gained by spelling care with a capital C. With Sanger's great weight, 203 pounds, a fall for him was worse than for the light weights who fall, get scraped, cut, and even gashed, and then ride in race after race. Sanger did not have a fall on the track this season. He went over the bank once and fell, but did not in any way injure himself. This fall was one of the features of the Cleveland meeting. In the finish of the ten-mile open race Sanger was pushed so hard by Titus that the dangerous character of the banking was forgotten. With the speed gained in that desperate sprint Sanger went over the bank. His feet flew off the pedals. He shot over a pile of dirt, past some bicycle trunks, over the ropes of several tents, finally falling within a few feet of a high board fence, through which he would surely have gone had it not been for the high guy rope, higher and stouter than the rest, which finally landed the big fish.



# We Were First



In the field with a strictly high-grade wheel at a medium price. Our goods were at first looked upon with suspicion because our prices were so low. Dealers and the public maintained it was possible to build a strictly high-grade bicycle at about two-thirds the old-time prices, but when we gave it to them, they were at first afraid to believe. 'Twas too good to be true. Time has not only developed that the *Waverley* is as good as any of the best, but plenty of riders will testify it's the best on earth.

New Castle, Pa., Oct. 17, 1894.

INDIANA BICYCLE CO., Indianapolis, Ind.

Gentlemen: Received cut of your 1895 Scorchers, and have showed it to some of the Waverley riders and consequently there are 1894 Waverleys for sale. When riders wish to stick to Waverleys in '95, it speaks well for the wheel. Would have sold a great many Waverleys this season, but as the wheel was unknown here, and other dealers run down the \$35.00 mount to customers, it is a wonder that I sold any at all. But Waverleys are known here now and no one can say anything against them, as they have stood the test as good, IF NOT BETTER, than high-priced wheels. Wheels that can stand the rough roads of western Pennsylvania, can stand most anything.

I wish to continue the agency, and will order a sample wheel in a few days. Send cut of Waverley Belle as soon as possible.

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'95 Models being shipped now.

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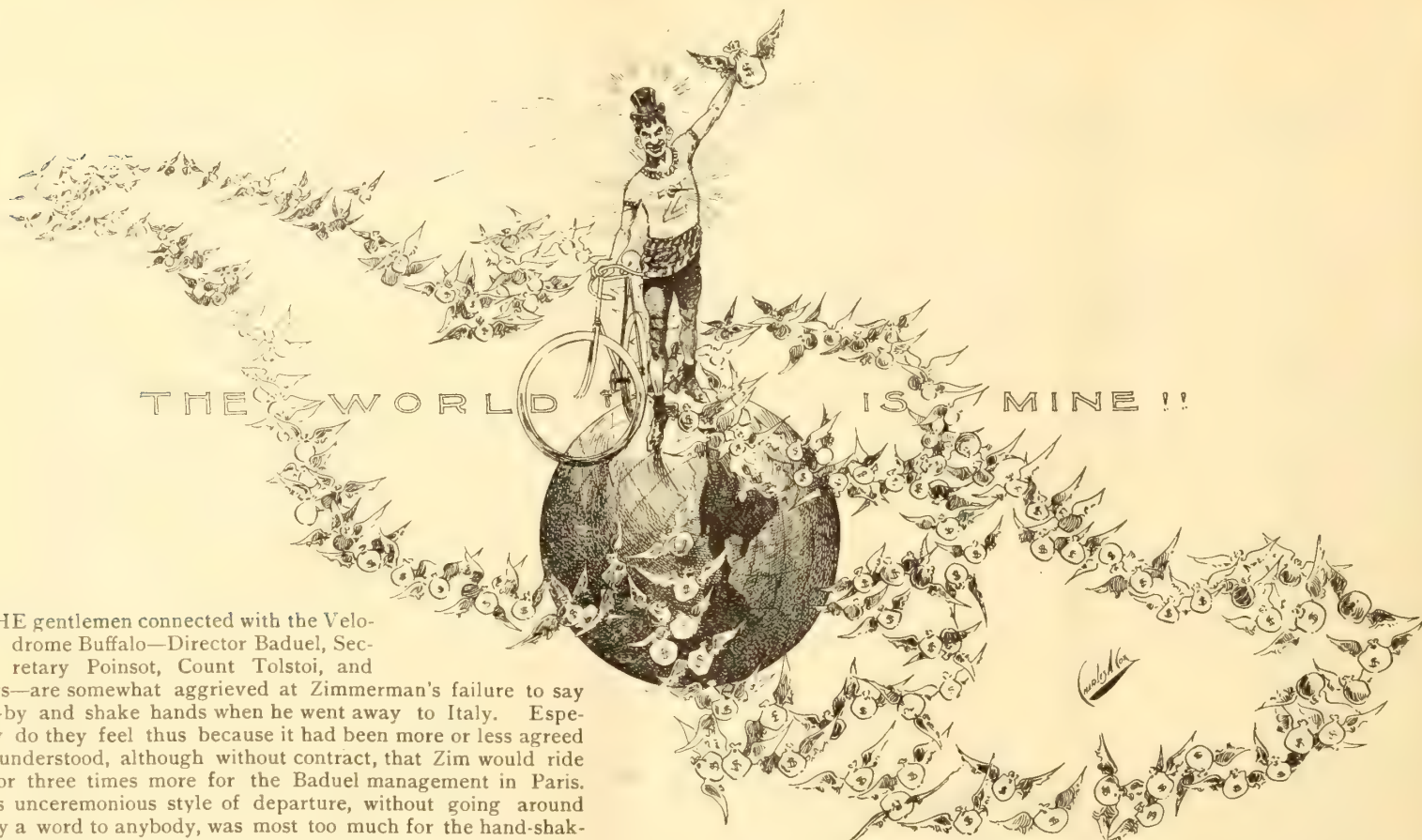
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MENTION THE BEARINGS.





THE gentlemen connected with the Velodrome Buffalo—Director Baduel, Secretary Poinot, Count Tolstoi, and others—are somewhat aggrieved at Zimmerman's failure to say good-by and shake hands when he went away to Italy. Especially do they feel thus because it had been more or less agreed and understood, although without contract, that Zim would ride two or three times more for the Baduel management in Paris. Zim's unceremonious style of departure, without going around to say a word to anybody, was most too much for the hand-shaking-and-bon-voyage accustomed Frenchmen. It seems that if anybody was expected to know what Zim's plans were the people with whom he had been dealing for the past six months would know, but the first that Funny Fat Secretary Poinot knew of the "Skeeter's" departure was his perusal of a morning paper, when he was thunderstruck to learn that he had gone the night before.

It was not right, explained the ever-obliging secretary. "He should have at least said good-by to us—told us that he was going. But nevaire a word. He could have easily told us that the weather was too cold here, and we surely would have believed him. But he's gone now. We have got along well with him and Troy, and I guess they will tell their American friends that we treated them properly. Troy is a very close man in a deal, but he is square and what he says he will do he does. But good-by to Zim, although he didn't say good-by to us, and we shall never forget the season of '94."

The impression is that Paris will see even

#### A Bigger Racing Season Next Year

than the season just past. There is no apparent abatement in the public interest, and conscientious training on the part of the riders is on the increase.

The sensation in connection with recent events is that Fossier, on a machine geared to 112 inches, won the fifty-kilometer race yesterday at Buffalo track. It was no new-fangled complication of gears, but simply a plain gear and high. The sprocket wheels were of twenty-eight and seven teeth, respectively, and the rear wheel of the machine was of the ordinary diameter, twenty-eight inches. The front sprocket was very large—about eight or nine inches in diameter, and the cranks were perceptibly longer than those ordinarily in use. The sight of Fossier pedaling so slowly and so measuredly, while his competitors were making their feet fly to keep in the procession, was almost exasperating to look upon.

A big field started away, but two hair-raising smash-ups reduced the ranks to only three riders who stood a show of winning. Starbuck was a victim in the first bunch that went down, and he was too much shaken up for the moment to proceed. Medinger also plunged over the prostrate form of one of the fallen ones, as did Harris, but

#### Medinger Was Knocked Out of It,

while Harris was in a condition to proceed. After a few minutes of as fast pacing as the tandems were capable of dealing out the leading bunch was composed of Jacquelin, Fossier, and Lumsden. At the seventh kilometer Fossier got a lap on Jacquelin and the two succeeded in doubling Lumsden, although the "old Scotchman" hung on like grim death. At the forty-third kilometer Lumsden was dropped for good and the finish was a grand burst of speed by Fossier. Jacquelin was second and Lumsden third. The winner's time was 1:10:23½.

Harris made a game effort to hang on while the pace was warm, but it was too much and he soon abandoned the contest. Had he been able to win his victory would probably have been accepted with as generous a share of satisfaction as was evinced in the sympathy expressed at his

abandonment of the race. Barden was on the programme to start, but it is supposed that the prospect of real hard pace

#### Scared Him Out.

Barden today followed Medinger and mate on a tandem a lap of Buffalo track in :22½, which is considered a very good performance.

"Alec" Verheyen is almost on fire with the desire to come to America. He thinks he can smell the smoke of a professional battle next year in the states, and he or somebody has talked about it so much that the French papers have announced that Louvet, Verheyen, and Jacquelin have made up their minds to emigrate at the beginning of the season of 1895. Verheyen is a friend of Lehr, comes from Frankfurt, is good looking, agreeable, and polite, and can speak German, French and English. He has quite recovered from the fall he sustained with Zimmerman at Herne Hill. "I hev allwise think I would like America," says Alec.

Harris has not made much of a success of his riding this season as might have been hoped of him. Edwards, his fellow-countryman, has really shown better, considering that he was

#### Not Reckoned as a Champion

like Harris; and in that degree Edwards has probably been of a bit more value to his cycle concern. Since George Banker mounted the make of wheel Harris represents, he has taken the upper hand over Harris as far as attention is concerned, and in addition, because of Banker being able to "write for the papers" and Harris not aspiring in that line, Banker has secured the greater share of the public notice. It is the fond hope of brother George to some day beat Zimmerman, and with the excellent form he now possesses, and Zimmerman's being occasionally off grade, he stands a fairly good chance. George had entered for the Grand Prix de Paris and was to have returned therefore to Paris last week. But Zimmerman is now in Italy, upon the same ground where Banker has been recently meeting with such great success, so it is not unlikely that Banker has thought most prudent to stay there; for, as everybody knows, Banker has nothing to lose and everything to gain in races against Zimmerman.

It will be remembered that Banker made the same time as

#### Zimmerman in a Lap Competition

at the Seine—:35¾. Banker's firm has since advertised somewhat like this, "Why call Zimmerman the champion? Did not Banker, etc., etc.?" The fact that Banker's trial against the watch preceded Zimmerman's trial by some 3 or 4 minutes furnished the instance of how the dealers, who own racing men in Paris, seize every item that may redound to their advantage in advertising. And so Cycle Manager Charron immediately discovered that it was Banker and not Zimmerman who held the record.

Crooks has been indulging in pugilistic practice. Before going into Italy Banker and Harris frequently rode tandem together. After Crooks had secured an engagement with the same cycle house he began to supplant Harris on the machine at different times. This led to "differences," of course. A rather vague story comes from Italy to the effect that the real engagement between Crooks and Harris took place in the room of



PALMER

PALMER

# A PRIZE PROBLEM.

On the National and New York State Circuits there were 522 races in which were offered **1673** prizes. **1135** of these were won on **PALMER TIRES**. How many were left for all other tires?

Total Prizes - **1673**

**PALMERS 1135**

---

Left for Others **538**

**RESULT---The Wise Rider will have PALMER TIRES  
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Courbe d'Outrelon at the Hotel de France, Milan, and that Harris had to run. The Harris part of the story, however, is not conveniently at hand, and Bert has returned to Paris looking none the worse for wear.

Little Austrian Max, too, is said to have run across the path of Crooks and come near meeting with serious damage. In a race at Milan

#### Somebody Cut Across the Track

and brought down all the field excepting "Bill" Martin, and a few "dubs," whom he beat easily. Some of the injured were inclined to think Crooks did it, and in consequence of that, Crooks wanted Max, who speaks some English, to explain that he, Crooks, was not responsible.

"I hev noddin to zay," was Max's reply.

"Tell 'em," persisted Crooks. "Tell 'em I didn't throw 'em."

But Max only responded, "I hev noddin to zay," which made Crooks very angry. The talking was carried on within the court of the hotel, and, according to the graphic narrative and description by Martin, the porte leading to the street and two good legs were the only things that saved Max. But Max has returned to Paris looking as pretty and as jaunty as ever with no visible marks.

There is an unconfirmed report at hand that Buffalo track will have to

#### A REAL SCORCHER.

WILMINGTON, Oct. 18.—The fast road riders of the east had a scorching time of it over the Wilmington-New Castle course today. The distance was twenty miles and thirty-nine wheelmen started. The race had been originally scheduled for last Saturday, but was postponed on account of the rain. First prize was carried off by J. L. Clark, of the Eclipse team. The second man was T. C. Bradford, of the same team. Clark, the winner, had a handicap of 6:30 over C. A. Church, the scratch man. Church carried off the time prize, covering the distance in 55:53, fast time considering the condition of the road. The event excited no little interest among wheelmen and the course was lined with people from start to finish. So great was the crowd that in many cases the riders had difficulty in threading their way through.

The limit man got off at 3:52, the other men being sent away about 30 seconds apart. The road was rough, and in many places stony, but notwithstanding this fact, the pace was hot from start to finish. Church made a strong bid for first place, but he was too severely handicapped to win the coveted honor. For the first five miles he made his wheel fairly fly, his time being 13:35. Four of his competitors were in the rear, and at the end of the



be torn away, and that next season will find a vacant tract instead of the jolly little bijou of a velodrome that has become so

#### Important to the Cycling World.

It is said that a corner of the ground and track stands within the limits of the strip of land surrounding the wall of Paris, known as the military zone. For a certain number of meters reaching outward from the fortification, the ground must be kept free of buildings or trees, that being a decree of the state in the interest of the city's defense in time of war. It is almost a standing joke that the great wall, with its ancient-looking moat, would be found of little or no value in defending Paris against an invasion, for it could hardly be difficult to scale, and moreover, so much of the city, passing under sectional or suburban names, would already have to be captured before an army could reach the walls, that Paris would all but be taken then.

The gates through the wall serve as stations for the collection of the municipal toll, but to an observer's eye the wall is of no other value. The children dig in the sand upon the earthenwork, or play games upon the grass which grows luxuriantly where the water should be, and the soldiers are marched back and forth in exercise and drills; but otherwise the wall of Paris seems of little or no use.

"Zimmerman on Training" is to be rewritten with various changes to suit latest ideas, and in addition will be found an illustrated part devoted to the European season. Zimmerman and Erwin will be the editors.

PARIS, Oct. 8.

J. M. ERWIN.

ten miles, which he covered in 27:45, he moved up to twentieth position. The real struggle of the day was between the Eclipse and Rambler teams of Philadelphia. The handicapping was bad, and the former got all the best of it, hence the victory of Clark and Bradford. The fastest men in the race were Church, McCurdy, and Johnson, of the Ramblers, who got third, fifth, and seventh prizes, in addition to the time medal won by Church. The latter is a very pretty trophy, being set with diamonds and valued at \$100.

Church's time at the end of the first fifteen miles was 42:05, and he had moved up to twelfth place. It was too much to expect him to overcome such severe handicaps, and the best he could do was to finish fifth. Church covered the course in 55:53, the fastest time ever on record for it, and indeed it comes very close to the world's record for twenty miles. Clark and Bradford, first and second men, finished a little over  $\frac{1}{3}$  of a minute apart. The following is the order of the first ten men at the finish:

PO.	NAME.	HDCP.	TIME.
1	J. L. Clark, Jr.	6:30	1:00:14
2	T. C. Bradford	6:00	1:00:52
3	L. C. Johnson	3:30	58:47
4	W. R. Goodley	3:30	59:10
5	C. A. Church	Scr	55:53
6	C. B. Jack	1:00	56:55
7	R. P. McCurdy	2:00	58:05
8	L. Thompson	8:00	1:04:17
9	C. L. Thompson	5:30	1:01:54
10	H. A. French	2:30	59:13



## A LAUGHABLE MISTAKE.

**A Traveling Man, Mistaken for John S. Johnson, Causes a Little Excitement at Louisville.**

LOUISVILLE, Oct. 22.—Leon Johnson, of the Indiana Bicycle Co., dropped into Louisville last Tuesday, and within two hours after his arrival, the report was spread around that John S. Johnson had come to inspect the new track, with a view of attempting to regain the laurels he had lost. The boys had read in the morning papers that Ziegler had made the mile in 1:50, and this gave the story some credence. Upon telephoning to Mr. Landenwich he reported that he had received a message to the same effect, and that he had left work to go to the car line to meet his distinguished visitor, even going so far as to put on his best "Sunday-go-to-meeting" clothes. While waiting at the end of the car line, word was sent to him to come to the house, that Johnson was there. When Johnson was introduced to him the result was amusing. With others the result was different, as every local correspondent was out hunting for John S. Johnson, to try to get some news from him about his movements and plans, and when they discovered the error that had been made, the air was very sultry for a few minutes. Several of the track association directors left their places of business to go to the track, but when they saw the error that had made them take a long trip, they were

### Able to Console Each Other.

The whole thing was caused by the inability to distinguish the difference between the sound of Leon and John over the telephone. Johnson came here to make arrangements with Twyman to ride a Waverley wheel in his attempt to break the 24-hour record next month, and telephoned to the track that he would come to see it. After supper there was a constant string of callers at his headquarters to see him, and he remarked that he did not know that he was so popular in Louisville.

The contract for the erection of the grand stand at the track was awarded last week, and work will be begun on it today. The contract is well drawn, and provides for a bonus in case of the finish before the time, and also for a penalty of \$10 per day for every day that the time is exceeded. It must be finished by November 15.

The track association has determined to give a race meet on Thanksgiving Day, and to that end has appointed a committee to make arrangements therefor. There will not be very many prizes offered, the affair being mostly intended as a house warming, as it might be called.

On July 30 Mr. Raymond suspended Hugh Caperton, until January, for unfair dealing in racing. By the advice of his friends Caperton made no defense at the time, thinking that by pleading guilty he would fare better. In this he was mistaken, and he now recognizes it, and he has been going around this week with a petition getting L. A. W. members to sign it,

### Asking for His Reinstatement.

He acknowledges his errors, and expresses his contrition for them, and thereby has been very successful in getting signers to the petition, even from those that furnished the information upon which he was suspended.

The arrangements for the carnival are progressing very finely, and if the weather on the night is propitious the occasion will be a gala one. The commander of the Louisville Legion has promised to detail 200 members of that organization for service on that night to keep the roadway clear and to discharge the fireworks. The chief of the fire department has promised the use of two horses and the largest wagon in his department for carrying the bands of music. All the other city officials have signified their willingness to render any assistance in their power.

W. A. Rubey, state centurion of the C. R. C., took out a crowd of seventy-five wheelmen yesterday on the annual century run. They left at 5:30 a. m., which was too early for a majority of the riders, who would have joined the crowd had they been allowed to sleep longer on Sunday morning. The riders began to return at 2:30, and continued to straggle in in parties of three, four, and five at a time.

## BOFFINGER RODE WELL.

MILLVILLE, N. J., Oct. 20.—The first annual race meet of the Union Lake Park A. A. was held today over the new third-mile track in the presence of a small-sized crowd. The racing was of the gilt-edge order, E. A. Boffinger, of the Riverside Wheelmen, of New York, carrying off the honors. He did not win every race in which he contested, but nevertheless treated the spectators to some of the finest riding ever seen in this city. W. A. Wenzel, of the Quaker City Wheelmen, created a track record of 2:23 for the mile.

### Summaries:

One-mile novice.—Allen Shephard, first; R. E. Adams, second. Time, 2:40%.  
One-mile handicap.—Walter Henderson, first; Harry L. Creamer, second; H. D. Ludurks, third. Time, 2:25%.  
One-mile for championship of Millville.—Allen Shephard, first; C. J. Andorfer, second; Furman M. Reeves, third. Time, 2:46%.  
Five-mile handicap.—C. A. Elliott, 180 yards, first; W. C. Eckhart, 35 yards, second; E. A. Boffinger, scratch, third; R. E. Adams, 340 yards, fourth; Robert McCurdy, 100 yards, fifth. Time, 12:48%.

## THE REAL COMPETITIVE RECORD.

"I still hold the competitive record," said Walter Sanger in a conversation during the late days of the circuit. "My record made at Springfield last year, of 2:08½, from scratch in a handicap event, still stands the only real competitive record. These fast times made in scratch events, and pulled out by fast tandem teams, can not and should not be placed in the

same class with records made in handicap events. In the latter the rider makes his own going, in the former it is all cut out for him. These scratch race times should be thrown into a class by themselves and classed with record trials against time, for that is really what they are. The limit of time that can be made in a scratch race will only be reached when the mile standing start time is reached. Now they place one tandem in to pace. How much lower the present record would be were they to place three tandem teams, all trained for the work, up at their marks, and run them as they do the teams for record time trials, and how many would stay at such a pace. In this way they might soon have a 2:00 class, or even 1:55 and 1:50 class events."

The scheme of reducing the competitive records as Harry Tyler did at Waltham on Monday was hardly original. During the summer Mike Dirnberger, manager of the Sterling team, planned to take his entire team, with pacemakers, south, secure a sanction for a race meet, and with the Sterling men as the star entries, and with his own tandem teams to cut the pace in scratch events, accomplish just what Tyler accomplished Monday. John S. Johnson and his retinue had similar plans for Columbus, where they go direct from Buffalo.

Tyler had as competitors McDuffie, Coleman, and Butler, and as pacemakers Gardiner and Bainbridge. All but Butler belong to the Union team. Butler dropped out early in the game, leaving all the members of the one team to finish. Sanger did not take part, and all but McDuffie were forced to drop by the lively pace. Can such a record, 2:05½, be placed in the same class with Sanger's record of 2:08½ in a handicap race. Eddie Bald's time in a scratch race should be worthy consideration, for Bald had as competitors all, or nearly all, the prominent riders of other teams.

## SLOW TIME WAS MADE.

PROVIDENCE, R. I., Oct. 20, 1894.—The Rhode Island Wheelmen held their semi-annual ten-mile road race today, on the Reservoir Avenue course. Good roads and no wind made the riding excellent, and although there were but eight starters, fully 1,000 people witnessed the race. H. B. Hills, Jr., who holds all the state championships, won the time medal.

PO.	NAME.	HDCP.	TIME.
1	Chas. Harris.....	5:00	35:26
2	A. Rotch.....	4:00	34:55
3	A. E. Place.....	1:30	32:26
4	M. W. Weld.....	1:30	32:26½
5	H. B. Hills, Jr.....	Scr.	32:12
6	H. M. Peck.....	3:00	35:15
7	H. Colthurst.....	3:00	36:20
8	G. Suddard.....	4:00	37:30

## THE PNEUMATIC-TIRED AMBULANCE.

The accompanying cut illustrates one of the New York Hospital ambulances fitted with Dunlop tires, the same as on the Du Cros celebrated jaunting cart. The innovation has already created a most favorable



impression, and if the tires wear any way nearly as well as the old style rattlebox kind, the city authorities will fit them to the ambulances. Patients who have ridden in both styles of tired ambulances say that in severe cases lives can be saved by the pneumatic-tire idea.

### Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women and even old men would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill.

Walter Sanger landed on top the bunch in percentage of wins and value of prizes this season. He rode Palmer tires on his Union wheel throughout the season.



## WINTER IS NIGH.

And So the Milwaukee Clubs are Preparing for a Good Time—  
A Hot Election In Progress.

MILWAUKEE, WIS., Oct. 25.—The racing season in the Cream City has closed and the various clubs, all of which are in a more prosperous condition now than ever before, are making preparation for the winter. The interest displayed in the various clubs is as great now as it was when the cycling season was at its height and there are certain signs which indicate that when the season opens next spring, all the clubs will be on a good basis. The clubs are planning various amusements for the wintry months.

The Milwaukee Wheelmen will again give a number of socials, which have always proven so popular and have been attended by the best society in the city. In this line of entertainment the Wheelmen can not be excelled, as anybody who has attended their socials will testify. During the winter the club will also probably give its annual minstrel show, which has always drawn crowded houses. Last spring this show was given for the benefit of the widows and orphans of the firemen who were killed at the Davidson Theater fire, and this act of charity has won for the club a warm spot in the hearts of the public. The pool tourney that the club has held annually will begin in a short time.

The North Side club has already opened the winter season at its handsome clubhouse by introducing a pool tourney, which is in progress nightly.

intend to prefer charges against him in the L. A. W. for conduct unbecoming a wheelman.

The local wheelmen ought to be thankful to the Milwaukee Police Department, which has been very successful in recovering stolen wheels this year. There are very few exceptions that the bicycles that have been stolen have not been recovered and the culprit brought to justice. The other day Simon Heller had a Telegram wheel stolen from the Montgomery Building. After a search of the room of Martin Everest, whom Detectives Sullivan and Schoepperle arrested, the wheel was found. The thief was taken before Judge Wallber and sentenced to one year in the House of Correction.

Unless the reckless scorchers in the city are subdued it is reasonably certain that the common council will place restrictions on the speed of the local riders. Since Wisconsin Street and Grand Avenue have been paved with asphalt it has become unsafe to pass the street for fear of being run down by light-headed scorchers, and unfavorable remarks about the riders are becoming common. The practice of scorching is doing more to prejudice the public against wheelmen than anything else that could be done. Several persons have already been run down since the asphalt was laid, but luckily no one was seriously hurt. Some of the aldermen are threatening to have

**An Ordinance Passed Prohibiting Fast Riding,**  
and even compelling the riders to put lanterns on their wheels.



Besides this the officers of the club are now planning other events which will be of interest to the club members. The Mercury club will be

### In Line With the Rest of the Clubs

in the way of entertainments. So will all the smaller organizations.

In the third assembly district, the northern part of the city, wheelmen are taking an active interest in politics, and if their candidate is elected there will be at least one man in the next legislature that will agitate the improvement of better highways. A. C. Runkel, president of the North Side Cycling Club, is a candidate on the Democratic ticket for the assembly. He is one of the most popular wheelmen in the city and the riders in the district that he is running are working for him, regardless of party affiliations. The district is Republican, but his friends have hopes that the issue which has been brought to bear in his candidacy will help him to win many votes and hopes are entertained that he will have a seat in the next legislature. If he does, Mr. Runkel will urge several rigid measures that will be favorable to wheelmen. The latter are beginning to realize that it is to their interest to be active in politics. The wheelmen control a large number of votes in the state and by steady fighting the candidates for office will soon begin to recognize them.

Edward Roth, the well-known and speedy road racer, who won a front place in all the important road races held in this state this year, has been expelled from the North Side Cycling Club. It is stated that in a recent letter to a cycling publication he

### Brought Charges Against the Officers

of the club which, they say, are entirely unfounded and therefore they

Chief Consul A. Cressy Morrison, and Secretary Martin Rotier, of the Wisconsin division, L. A. W., will again serve the division for a year at east. Their administration has been so satisfactory that no one has been nominated to oppose them in the election which is now on, and which will close on November 15, when the ballots will be counted. The voting is being done by mail. Ben Parks, of Madison, and I. F. Strauss, of Ripon, are making a fight for the vice-consulship. Local members of the division are somewhat opposed to Strauss, on the ground that he now holds an appointive office—chairman of the state racing board—and they believe that if Mr. Strauss wants to become vice-consul he ought to resign that office first. The state representatives will be good men, whoever is elected. The struggle is between H. P. Andrae, of Milwaukee; Dr. D. S. McArthur, of La Crosse, and W. W. Luebke, of Eau Claire.

The following are the state Class A records for 1894.

Quarter-mile competitive, :30½, William Howie, Milwaukee, made at Janesville on October 10. Flying start, :31½, W. W. Wilson, Jr., Wausau, made on September 15.

Half-mile competitive, 1:09, Louie Reed, Ripon, August 7. Flying start and paced, 1:04¼, A. M. Chandler, Waupaca, made at Marshfield, September 18.

One-mile competitive, 2:22, C. S. Williams, Erie, Pa., made at Ripon, August 8. Standing start, paced, 2:15, Louie Reed, Ripon, August 8.

Two-mile competitive, 5:09, A. M. Chandler, Waupaca, made at Marshfield, September 18.

At a race meeting recently held at Marshfield, the programme was delayed 35 minutes to await the arrival of several schoolma'ams.



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## NEW YORK NEWS NOTES.

### Road Races and Century Runs Occupy the Minds of the Gotham-ites this Week.

NEW YORK, Oct. 22.—The annual bicycle races of the Queens Athletic Club, of Queens, L. I., were run on Saturday last, and resulted in a grand success from every point of view. The feature of the day was the lowering of the track record for one mile from 2:40 to 2:34, by F. F. Goodman, of the Riverside Wheelmen. In the novice race a rather severe fall occurred, which spoiled whatever chance there might have been for Van Nostrand and Ralph. Alexander Schwalbach officiated in the proud position of referee for the third time this season.

#### Summaries:

One-mile novice.—Varick, first; Reese, second. Time, 2:57.  
One-mile championship of Queens County.—L. Rudolph, first; W. Hepburn, second. Time, 3:12.  
One-mile, 2:40 class.—George Bennett Smith, first; T. J. Bell, second. Time, 3:20.  
One-mile consolation race.—F. F. Goodman, first; D. J. Simmons, second. Time, 2:40½.

The New York Life Insurance Co. ran their five-mile handicap race on Saturday last over the celebrated Elizabeth-Rahway course in New Jersey. The contest was open only to employes of the company, and although no wonderfully fast time was made, the winner of the race received a genuine ovation. The order of the finish follows:

PO.	NAME.	HDCP.	TIME.
1	N. Rouson, H. C. W.	2:00	17:48
2	C. S. Henshaw, G. W.	Scr.	16:51
3	William McGurn, G. W.	Scr.	16:55
4	W. H. Mott, unattached.	2:30	19:30
5	H. Penymen, unattached.	2:00	19:27
6	S. Seering, K. C. W.	2:00	20:33
7	P. Steves, K. C. W.	Scr.	19:05

The Riverside Wheelmen, of this city, have issued a challenge to the Elizabeth Athletic Club Cyclers, of Elizabeth, N. J., for

#### A Match Team Race

on either the road or any track to be selected by the Jerseyites, the prize to be a \$50 trophy to be donated by the losers. This challenge is issued by Charles H. Weeks, in behalf of the R. W. team, and is caused by the decision of the officials at Waverly last spring in the team race run there that day, and won by the Riversides, in which the prize was withheld, owing to a protest being lodged against Ray MacDonald who was in Class A at that time. Later on Chairman Raymond decided in MacDonald's favor, which gave to the R. W.'s the right to claim the trophy, which was put up as prize in the race. The prize has not been received to date, and as the E. A. C. C.'s were the promoters of that race meet, the challenge is issued to settle the question once and for all.

Charles W. Blackman and George C. Pennell promise to run interestingly close for the election of vice-president, in the Riverside Wheelmen.

The election is caused by the regularly elected officer for that position having recently resigned.

What promises to be a test case in regards to the necessity of cyclists carrying lamps at night, on their wheels, while carriages and wagons go unmolested, will be settled shortly at Asbury Park, N. J., where the aldermen have instructed the local police to compel every cyclist in the park to

#### Carry a Lighted Lamp

and a bell after dark, or in case of their failure to do so, the police are ordered to arrest all offenders. So far about fifty wheelmen have been gathered in, and the Asbury Park Wheelmen are rightly indignant therefore. Unless the cases are dismissed at once, the A. P. W. will see to it that the same rule be made to apply to all vehicles. As that is hardly likely to occur, the future developments of the case, should be watched with interest by all cyclists.

According to a recent report from the War Department at Washington, Captain Glassford, the department signal officer, strongly recommends the use of bicycles in the army, especially by the sergeants of the signal corps. The use of the wheel in military affairs is beyond the experimental stage and many of the European armies have already adopted it for certain of their forces. As yet the question has not been satisfactorily answered, as to whether or not the wheel can be ridden successfully, where the horse can carry men, but as a means of signalling and the allied duties of reconnoitering and keeping communication open, the bicycle is a grand success. Captain Glassford dwells at length on the advantages of the wheel over the horse, as follows: "As a mount it has the special advantage of

#### "Requiring No Food or Water

and but little or no care. It is no more, but rather less likely to get out of order than a horse and as to endurance, a wheel can be ridden in a day double the distance as a horse can."

The ten-mile handicap club race of the Elizabeth Wheelmen has been postponed until election day, owing to the absence of its best riders from the city. This event promises something new in the way of records when it does occur.

The following changes are a few of the ones which seem reasonably sure of transpiring on the Class B teams for 1895. Warren will ride a Sterling; Cabanne and Dr. Brown will be with the Spalding people, Johnson will ride a—well perhaps it would be best not to publish the name, but it is not his present mount. "Johnny" is having enough trouble just at present with lawsuits, and so forth, to be further worried with the queries which would surely follow the disclosure of that magic name.

While Troy was in Gotham recently he stated that there was no truth at all in the rumor of

#### Zimmy's Mile in 1:45.

Troy says that Zim's fastest mile this year was in 1:57.

Sterling Elliott, editor of—but pshaw, what's the use of telling the public who Sterling Elliott is, when they all know? "Well, any way," he stopped over in this city for a few hours on his return to Boston from Philadelphia last week, where he had been to attend the convention of carriage manufacturers. In his characteristic manner, he recited several laughable stories on one thing and another (principally the latter), which alas, were not for publication. Incidentally he did express a desire to announce through THE BEARINGS that any complaints to be made by subscribers to *Good Roads*, who failed to receive their copy as regularly as desired, should be made to the publishers and not to the poor editor who spends all his time in raking up funny stories to relate to his many callers. The Wheelman Publishing Co. are naturally slow in certain matters, one of which, according to "I Sterling Elliott," is the mailing of *Good Roads* magazines.

The fair to be given at the Thirteenth Regiment Armory, in Brooklyn, during this week, will be replete with novelties. One of the most up-to-date ideas is the guessing match on the number of revolutions taken by the front wheel of a Columbia light roadster, with one good strong start, a cyclometer registering the exact number. Any one paying a nominal amount can guess on the number and the one coming the nearest to the real figures will be given the wheel as a prize. Then a League Chainless wheel will be given to the most popular wheelman in Brooklyn, the same to be decided by votes of about 25 cents per vote. As Luscomb, Potter, Raymond, and the Schwalbach brothers, not to forget W. H. Roberts, are all Brooklynites, it seems reasonable to expect a warm contest.

The fifteen-mile road race of the Manhattan Bicycle Club was run last Friday over the Elizabeth-Rahway course in New Jersey. This race was the concluding one of the series, which comprised one at five miles, won by J. Nonnenbacher; one at ten miles, won by H. S. Lathrop, and the one run Friday, in which the order of the finish was as follows:

PO.	NAME.	HANDICAP.	TIME.
1	G. C. Wheeler	Scratch	44:10
2	R. G. Betts	1:50	46:01
3	C. P. Stanbach	Scratch	44:13
4	C. J. Dimick	1:50	46:05
5	J. Nonnenbacher	1:10	46:40
6	H. S. Lathrop	4:30	Time not taken
7	J. Meyer	6:30	Time not taken
8	C. F. Frankle	6:00	Time not taken
9	J. Oatman	5:30	Time not taken
10	W. F. Kerr	5:30	Time not taken
11	R. L. McFarland	5:30	Time not taken
12	J. R. Post, Jr.	4:30	Time not taken
13	M. A. King	4:30	Time not taken
14	J. M. Gilmour	1:10	Time not taken
15	R. H. Barch	1:00	Time not taken
16	H. G. Ansbuetel	1:10	Time not taken

The finish was as exciting as was ever witnessed in any contest, there being less than ten feet between the first four men as they passed over the line. Wheeler, the winner, rode in the Asbury Park Wheelmen's century run the day before the race, and was not considered to have as much chance in this event as Stanbach, the other scratch man, who held the club record for the distance prior to Wheeler's win in 44:10, which establishes a new mark. Close competition marked the point contest for the various prizes offered, according to the total number of points made in all the series. The first prize, a cup, was won by C. J. Dimick; the second prize was donated by President W. T. Stewart, of the Manhattan Bicycle Club, and was won by J. Nonnenbacher, and George C. Wheeler won the Oatman medal, which constituted third prize.

The century run of the Asbury Park Wheelmen, ridden last Thursday, from Asbury Park to Newark, was one of the most successfully managed affairs of that kind that has ever been run in this section of the country. Promptly at 5:10 a. m. fifty-seven wheelmen left the starting point in the pretty seacoast town, and, under the guidance of A. C. Atkins, of the A. P. W., the party covered the thirteen miles to Red Bank, arriving there on schedule time. The riders were splendidly treated all along the route, there being no trouble of any kind with those terrors of the wheelmen—road hogs. Each rider wore a large badge of orange and black, creating a pleasing sight, and one which called for all sorts of witty sallies from the surprised spectators. Every town was made on scheduled time, and at Plainfield a rest of 1 hour and 30 minutes was taken, dinner being eaten meantime. At New Brunswick, fifty-five miles from the party's destination, Carl Von Lengerke, of the Atalanta Wheelmen, took command as pace-maker. As Newark was neared the pace became somewhat faster, eventually landing the wheelmen in front of the Continental Hotel at 5:55 p. m. The actual number of participants became larger, caused by cyclists from the various points en route joining into the procession. Only three of the original starters dropped by the wayside, one of whom injured his ankle, the others being compelled to retire, owing to broken wheels. There were fifty-four actual survivors, each of whom will receive his survivor's medal in a few days. The run was made up almost exclusively of club members, there being but a few outsiders in line at the start. It is probable that the run will be made an annual affair, so successful did this one terminate. In the evening the centurions were the honored guests of the Atalanta Wheelmen, of Newark, who entertained the boys in an excellent manner.

The Chicago Gas Light & Electrical Fixture Co., of 49 South Jefferson Street, Chicago, will engage in the cycle manufacturing business.



## 1895 COLUMBIAS \$100.

Colonel Pope has fixed his standard price for 1895, and the prophets, who have been claiming that the Colonel would make quite a reduction, for once struck it right. The 1895 Columbias will sell at \$100. The following from the circular of the Pope Mfg. Co. tells the story:

EDITOR THE BEARINGS:

BOSTON, MASS., Oct. 23.

Dear Sir: We desire to make official announcement to you that the standard price of Columbia bicycles for 1895 will be \$100. Our action in this very important matter is taken after the most careful weighing of all proper considerations bearing upon it, though we have not been influenced, any more than in the past, by the possible action of any other makers. We believe that the time has come for the last considerable reduction of the price to the public on all bicycles.

Our position in the past has been one of protection, and under it we have permitted a flourishing competition to grow up; in many instances of fair and businesslike character, in others of the kind that can not be said to have a character, and is unable to grasp its own opportunities, and jealous that others should enjoy theirs.

The reduction of price which we announce means that we must sell a great many more bicycles to secure the same amount of return upon our capital and labor. Of the result, however, we are very confident. Columbia bicycles at \$100 will have thousands of buyers who have before now been willing to take inferior machines for the sake of saving as much money as they were able to under the lower prices and cuts that have been freely made, but that can not now be made in any such proportion.

Our announcement of our full line will be made as early as we can properly do it, and will be of the greatest interest and importance to the public and to all who are to represent us next year.

Yours truly,

POPE MFG. CO.

When Mr. Jeffery, of the Gormully & Jeffery Mfg. Co., was informed of the Columbia prices over the telephone Thursday morning, he seemed a trifle surprised. He was asked if Colonel Pope's decision would affect Rambler prices next year. "No sir," he replied; "We are not influenced by any other maker. Our prices have not yet been settled upon and will not be ready before the cycle show."

C. W. Dickerson, of the Sterling Cycle Works, had heard the news before THE BEARINGS' representative called him up over the wire. He had had time to think over the situation and when asked what his prices would be, replied: "The standard price of Sterlings next year will be \$110."

Mr. Space, of the Ames & Frost Co., heard the news with a good-natured laugh. "We have not yet settled on our list price," he said. "We do not consider ourselves as a big maker and have been waiting for the others to fix the price. Of course, if Colonel Pope can sell Columbias for \$100 we can not hope to sell Imperials at a higher price."

Frank Fowler, of the Hill Cycle Co., said: "We were out with our advertisement concerning our 1895 prices long before Colonel Pope's letter was issued. We never have to get ideas from other people. If we did we would probably have had the sheriff's sign on the door long before this. We can build as good and as cheap a wheel as any one, and we do not fear for our '95 business."

A wire from E. C. Stearns & Co., says that \$100 will be the list price of models A, B, and C, but that the special will list at \$125.

Mr. Wagoner, of the Derby Cycle Co., was not prepared to name his price. He thought that the colonel was keeping something back, and that he would have light wheels that would sell for more.

The Stover Bicycle Co. have decided upon \$100 as their list price, but will build a light wheel for \$125.

L. M. Wainwright, who was in Chicago Thursday, said: "Now that the Columbia has been listed at \$100, we shall list our Ben-Hur—all our wheels this season will be Ben-Hurs—at \$85. I will bet any amount that this wheel will be as good as any on the market. It will be fitted with Indianapolis pedals, with any tires wanted, will have a five-inch tread and weigh but twenty-three and one-half pounds. We shall turn out 6,000 wheels this season and have but a few, possibly fifty of our last year's wheels, left over. Our new factory is completed and we are now in full blast."

"We will have an eighteen-pound wheel that will list at \$125," said L. M. Richardson, of the Monarch Cycle Co., "but we will probably have to meet Colonel Pope in prices. Our list price will probably be \$100, although we have not definitely decided."

## DE CARDY BREAKS ROAD RECORDS.

William DeCardy, a Chicago lad, has been playing havoc with American road records on a course measured off in Garfield Park. Around the old Gentlemen's Driving Park track, where, in 1882, the races of the National L. A. W. meet were held, an excellent boulevard road has been constructed. On the west side of the old track this merges into the boulevard connecting Douglas and Garfield Parks, which runs parallel to the fence of the old race track. The new boulevard is good and the old road is poor. There are several sharp turns and carriages turn in and out at a half dozen or more points. Yet this has become the popular resort of all the west side scorches. Week days, and especially Sundays, hundreds of wheelmen and wheelwomen gather at the Jackson Boulevard entrance and watch the scorches as they go by, forty to fifty at a time, all single file. There is no system about this scorching. A half dozen riders start the scorch, others fall in line and sometimes ladies.

During the past week John West, trainer of the riders of Morgan & Wright tires, has had his protege on this course. Thursday last De Cardy rode twenty-five miles in 1:03:52½. He had done 1:06:04½ the 20th of the present month, and is capable of doing the twenty-five well inside the hour. De Cardy is a lad of 21. He has ridden but two years. Last spring he ran twentieth in the Chicago road race. De Cardy rides a Syracuse, fitted with Morgan & Wright tires, and is a member of the Thistle Cycling Club. He weighs 145 pounds, and is one of the huskiest looking road riders in the Chicago district. On his last Thursday's ride, Skelton and Van Herick on a Stearns' tandem, Wm. Holmes, Wm. Fitzgerald, Pat Skelton, Van de Sande, Johnson, and Mike Tobin paced. The miles were ridden in from 2:22 to 2:45½, the latter the time of the last mile. His time for five miles was 12:21; for ten miles, 24:51 (the record was 24:40); for fifteen miles, 37:38, a new record breaking McDuffie's figures; twenty miles, 50:38; and twenty-five miles, 1:03:52½, the two latter, both records, together with all intermediate distances, from ten miles to twenty-five.

Saturday last DeCardy went after and broke the ten-mile record, doing 24:13½ on the same course. His time for five miles, 12:04, was not record. He rode a Syracuse, fitted with M. & W. tires.

Gus Becker tried last Sunday to better the road figures for fifty miles, but quit at twenty-eight miles, the high wind prevailing making record breaking impossible.

C. H. Peck, whose ten miles in the Chicago club's race, in 24:39, was found to be 197 feet short, is preparing for another ten-mile ride against his former time and may go for twenty-five miles. C. V. Dasey is also training hard and will try for single records, and with Peck may go for the hour-tandem record on the road.

The Century Road Club has investigated E. A. McDuffie's ten-mile road record and found the course short.

## CARRIAGE BUILDERS FOR GOOD ROADS.

PHILADELPHIA, Oct. 20.—The annual convention of the Carriage Builders' National Association, which was held in this city during the past week, was an important one to the advocates of good roads, for this subject absorbed a greater part of the delegate's attention, and was prolific of their indorsement. The most important session occurred on Wednesday, when in addition to the other speakers, Sterling Elliott, the editor of *Good Roads*, appeared before the convention, and in a long speech impressed upon his listeners the want of better roads, and the application of ball bearings and pneumatic tires to vehicles. At the conclusion of his talk he was loudly applauded, and to show how deeply the association is interested in the agitation, C. F. Kimball, chairman of the committee on roads and highways, read a paper of fully 5,000 words on the subject. The condition of the roads in every state in the union received attention, Massachusetts and New Jersey being given the credit of having the best highways. Mr. Kimball, on behalf of his committee, then introduced the following resolutions which were unanimously adopted:

WHEREAS, The Carriage Builders' National Association of the United States, assembled at their twenty-second annual convention in Philadelphia on the 17th day of October, 1894, having listened to the report of their committee on the subject of good roads, wide tires, and varying tracks for vehicles, and after full discussion of the same, it is hereby

*Resolved*, That as carriage builders we are vitally interested in the subject of good roads in the United States and do hereby extend to the National League of Good Roads and the League of American Wheelmen, the assurance of our hearty co-operation.

*Resolved*, That the secretary of the association be instructed to issue, in pamphlet form, a summary of the best road laws in this country and the result of same, as far as known, with cost of roads and methods of construction in various parts of the country, and mail a copy of the same to the governors and other state officials of each state, and a copy to each member of this association, who, it is hoped will urge upon their local officials immediate action.

*Resolved*, That as an association we urge upon the different states the passage of laws requiring wide tires on all heavy traffic vehicles, the width of tire to depend upon the weight of vehicle and usual road, and due regard being paid to the nature of the soil.

*Resolved*, That as fast as the conditions of the roads in this country will permit, we recommend the use of vehicles of varying tracks and feel that we will then create vehicles that will be road makers instead of road destroyers.

## Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind. 25

James Levy, one of Chicago's few Class B riders who made any showing this year, starts for Guadalajara, Mexico, next Monday, in the interests of the Sterling Cycle Works. Levy will spend the winter there, doing some racing and telling the merits of the Sterling. His team mate, Gus Steele, leaves for Toledo on the same day to go to work for the Yost Mfg. Co., for whom he will ride next year.

Born, at 1515 North Fourth Street, Springfield, Ill., on the morning of the 16th inst., to Andrew A. Billingsley, chief consul Illinois division L. A. W., a daughter.



**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

# 42

## WORLD'S RECORDS!

### ALL ON MORGAN & WRIGHT TIRES.

1—J. S. JOHNSON, on a Stearns fitted with M. & W. tires, rode a mile, flying start paced, at Tonawanda, N. Y.,  
on a straight course, in 1:35 2-5. The fastest mile ever ridden on a bicycle.

2—H. C. TYLER on a Union fitted with M. & W. tires	. . . 1	mile standing start paced	. . . 1:57 3-5
3—H. C. TYLER	. . . 1	on 4 lap track paced	. . . 2:03 1-5
4—H. C. TYLER	. . . 1	in competition	. . . 2:05 2-5
5—H. C. TYLER	. . . 2	standing start paced	. . . 4:03
6—NAT BUTLER on a Lovell Diamond fitted with M. & W. tires	. . . 2	flying start	. . . 4:04 4-5
7—J. S. JOHNSON on a Stearns fitted with M. & W. tires	. . . 3	standing start	. . . 6:26 3-5
8—J. S. JOHNSON	. . . 4	"	. . . 8:38 3-5
9—J. S. JOHNSON	. . . 5	"	. . . 10:48 4-5
10—H. C. TYLER on a Union fitted with M. & W. tires	. . . 1-3	"	. . . :39 2-5
11—H. C. TYLER	. . . 1-3	flying start	. . . :34 2-5
12—A. GARDINER on a——fitted with M. & W. tires	. . . 1-3	flying start unpaced	. . . :39 2-5
13—H. C. TYLER on a Union fitted with M. & W. tires	. . . 1-3	in competition	. . . :43 4-5
14—H. C. TYLER	. . . 1-2	standing start paced	. . . :57
15—H. C. TYLER	. . . 1-2	flying start unpaced	. . . :54 1-5
16—H. C. TYLER	. . . 1-2	flying start paced	. . . :52 1-5
17—J. S. JOHNSON on a Stearns fitted with M. & W. tires	. . . 2-3	"	. . . 1:11 4-5
18—H. C. TYLER on a Union fitted with M. & W. tires	. . . 2-3	in competition	. . . 1:22 3-5
19—H. C. TYLER	. . . 2-3	standing start paced	. . . 1:19 1-5
20—H. C. TYLER	. . . 3-4	in competition	. . . 1:33 2-5
21—J. S. JOHNSON on a Stearns fitted with M. & W. tires	. . . 3-4	flying start paced	. . . 1:22 4-5
22—H. C. TYLER on a Union fitted with M. & W. tires	. . . 3-4	standing start paced	. . . 1:29
23—H. C. TYLER	. . . 3-4	flying start unpaced	. . . 1:32 2-5
24—NAT BUTLER "A," on a Lovell Diamond fitted with M. & W. tires	1-4	standing start paced	. . . 2:36
25—NAT BUTLER	1-3	"	. . . 2:45 2-5
26—NAT BUTLER	1-2	" paced	. . . 3:05 2-5
27—NAT BUTLER	1-2-3	"	. . . 3:26 2-5
28—NAT BUTLER	1-3-4	"	. . . 3:36 4-5
29—NAT BUTLER	2	"	. . . 4:07 2-5
30—H. DAVIDSON " on a Brantford fitted with M. & W. tires	1-4	unpaced	. . . :28 1-5
31—H. DAVIDSON	1-4	paced	. . . :30
32—H. DAVIDSON	1-4	flying start	. . . :24 4-5
33—H. DAVIDSON	1-3	standing start	. . . :41
34—H. DAVIDSON	1-2	"	. . . :58
35—H. DAVIDSON	1-2	flying start	. . . :52 4-5
36—H. DAVIDSON	1	unpaced	. . . 2:14 2-5
37—NAT BUTLER on a Lovell Diamond fitted with M. & W. tires	15	on the road in competition	41:25 1-2
38—W. DECARDY on a Syracuse fitted with M. & W. tires	5	on the road paced	. . . 12:04
39—W. DECARDY	10	"	. . . 24:13 1-2
40—W. DECARDY	15	"	. . . 37:38
41—W. DECARDY	20	"	. . . 50:38
42—W. DECARDY	25	"	. . . 1:03:52 1-2

MORGAN & WRIGHT, CHICAGO

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES



## FROM OVER THE SEAS.

LONDON, Oct. 13.—This morning, in a fog which subsequently gave place to perfect sunny weather, the Inflexible C. C. started their 12-hour race at 8:30, on the Putney track. There were 200 spectators present, and out of the thirty-two accepted entrants, twenty-eight started, the notable absentee being C. G. Wridgway and P. C. Twentyman. The starters included F. Gibbons Brooks, J. H. Petersen, J. F. Rudham, and A. J. Watson. Gibbons Brooks forced the pace from the start, and at 2 hours he and G. Hunt had covered 46½ miles. Hamilton and Walton on a tandem got inside record at fifty-one miles. Time, 2:13:35. At 4 hours the scores stood, Hunt, 91¼ miles; Jones, 88; Brooks, 86; Newman, 85. Ninety miles were covered in 3:56:39¾. Petersen retired. No later news has reached me at the moment of closing this letter.

The London center of the Union met last Wednesday and discussed the agenda for the council meeting referred to below. There was a large attendance and Doctor Turner occupied the chair. Ben Tillett, the well-known labor organizer, who is an ardent cyclist, was present, and during the evening made his maiden speech on Union matters. Miss Earland

### Created a Record

by putting in the first attendance at a Union meeting ever scored by a woman. She spoke in behalf of the recently affiliated Lady Cyclists' Association, and was keenly interested in a motion on the agenda. There was a big discussion as to the best means by which the Union might effectively suppress road racing, or such as remains to be suppressed—for it is a fact that south of London road racing is dead, while only in certain districts on the North Road can it be pursued without the interference of the police. Doctor Turner, just home from the north, said that road racing was a thing of the past in the Newcastle district, where once it flourished. Great difference of opinion was expressed upon the question. Doctor Turner advocated the suspension of any club or individuals whose road race was reported in the press. Harry J. Swindley's motion, barring women from path racing, was hotly opposed by nine speakers, while only five supported it. Doctor Turner was one of the five and by the exertion of his weight as a medical authority he induced the meeting to give their support to the proposed restrictions upon women. Miss Earland seconded the motion, after Swindley had introduced it in a characteristically impassioned speech. The opposition, who wished to leave women free to do as might seem reasonable to them, embraced H. L. Clark, C. W. Hartung, O'Reilly, Lewis Stroud, Ben Tillett, H. H. Griffin, W. S. Holding, J. Church, and T. W. J. Britten. Swindley was supported by Miss Earland, S. T. Brown, Summerford, and Doctor Turner.

Last week Miss E. A. White accomplished a fast ride between London and Coventry (ninety-one miles). Leaving the metropolis at 6:02 a. m. she reached Coventry at 1:28 p. m. Faster time would have been done by the lady but for a troublesome head wind. Nevertheless she arrived without any symptoms of fatigue. Her mount was an ordinary rigid-framed light safety, weighing twenty-seven pounds, and geared to sixty-three inches. Miss White wears the loose zouave trousers, and vows that she would not return to a dropped frame and skirts for any consideration. She is interviewed in this week's *Bicycling News*, in which paper H. J. Swindley and C. W. Hartung express the opposing views on the question of

### "Should Women Race?"

In the current *Review of Reviews*, Miss Bacon occupies four pages with an interesting account of her recent big tour.

S. F. Edge, the celebrated speed rider, has been conferring with Mr. Hiram S. Maxim, and is reported to be most sanguine of the ultimate possibility of successfully adapting the pedo-motive mechanism of a cycle to the aeroplanes, or kites, of Mr. Maxim's flying apparatus.

*The Cycle* has secured the services upon its staff of a real live lord, Lord Mountmorres. His lordship is a cyclist and a journalist, and the son of the ill-fated Irish peer, whose murder created such a sensation in the unhappy times of the Land League in Ireland. C. P. Sisley, by the way, took the plunge into matrimony this week, much to the surprise of his colleague, E. H. Godbold, *The Cycle's* manager, who was not aware Sisley's hour was so near. Percy Low has resumed harness after his honeymoon trip. Bachelors on the cycling press in London are now so rare that those still in possession of their freedom will soon base upon it a claim to distinction.

C. W. HARTUNG.

## A GOOD MATCH RACE SPOILED.

BOSTON, Oct. 20.—By the premature printing of rumors Boston has lost an excellent chance to see a match twenty-five-mile road race between two of the best cracks in the country, McDuffie and Butler. Arrangements were almost perfected between the two men for such an event when the appearance of a story in one of the Boston papers giving the history of the negotiations as far as they had progressed, stopped the whole thing, and now there is absolutely no chance for anything of the kind this season.

Last year McDuffie won a good place in the Linscott, and made the distance in world's record time. He was looked on as the most promising road racer that the country could produce, and was a game rider whenever and wherever he got up.

This year the Linscott was won by Nat Butler in world's record time, against McDuffie and a whole lot of other veterans. Butler had never been heard of before he won this race and everybody knows that it was the most

sensational race of the year. It is not to be wondered at then, that Butler and McDuffie, while they have always been the best of friends personally, have always been very anxious to get at each other and have a good square race.

McDuffie was particularly anxious to

### Regain His Position as King of the Road.

and the two men have been beating each other alternately on the track all the season. In the ten-mile event of the Malden Wheelmen, a couple of weeks ago, McDuffie beat Butler by 4 seconds, but they particularly wanted a twenty-five-mile race.

It seemed as if this desire would be fully gratified in the A. C. C. inter-club road races for that distance a week later. There was a small field, and had not McDuffie punctured his tire and been out of it from that point, it would have been a race for blood between them. That both men are among the very best road racers in this country is demonstrated by their victories in large fields where skillful and speedy riding has been necessary to win even position.

After the A. C. C. race it looked as if the season would close without the two men getting at each other in a fair square up-and-up trial for the road supremacy. With the end in view of giving them and the public a chance to decide which was the better man for the distance, J. C. Kerrison, the official handicapper for this district, had been making arrangements to get the two men together. There was a possibility at one time that Porter would be included in the match. But he pulled out, leaving the two great rivals to ride the race.

They both agreed to put up bicycles which they owned, and the race was to be

### No Race Unless the World's Record Went.

The event was to be run under the A. C. C. road racing rules. The race was to have taken place over the Linscott course and the men were to turn out every pleasant day for the event and would not have gone till they got a day when the weather conditions were perfect. Then they were going for the race. Half a dozen of the very best tandem teams in the vicinity were to have been put in the race and these would have drawn the men out so that they could have done the distance in record time. Each man agreed to furnish half the pacers. All these things were decided on and but some minor details remained to be perfected. The matter had been kept very quiet for various reasons, and now it is all off. It is to be regretted that the too great eagerness to spring a "scoop" has foiled such an excellent chance for a match race.

Preparations for winter are now being made by the A. C. C., of Boston. At a meeting of the executive committee held last night all arrangements were made for the winter's amusement of the clubs within the association. It was voted to hold billiard, pool, whist, and bowling tournaments. When it was reported that there was a balance of \$1,856.45 in the treasury, they decided to give some good prizes for the tournaments. An appropriation of \$50 was made for the bowling, and \$150 for the billiard, pool, and whist tournaments.

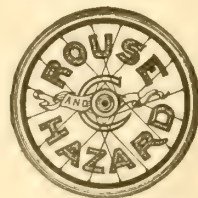
### Miss Porter's Record Broken.

The ladies' century record over the Elgin-Aurora course of 8:18:00, held by Miss Annis Porter, was lowered last Sunday by Mrs. George Bunker. She was accompanied by her husband and M. F. Dornbusch, and the 100 miles were negotiated in 8:16:00. Mrs. Bunker was caught in the rain on her return trip or she would have sliced the record still more.

## HAVE YOU ANYTHING NEW?

We mean in the way of novelties, sundries, etc., if so, we have a purchaser for them. Address B. G. Co., care BEARINGS.

The Warman & Schub Cycle Co., 116 North Lincoln Street, have completed the addition to their factory, and will be able to treble their output. Much new machinery has been added. This factory presents as busy an appearance as any in this city, a full force being at work.



## List Prices REDUCED ONE-HALF On Warranted Bicycles of this year's make. . . .

### LIBERAL DISCOUNTS TO AGENTS

From our reduced prices.

No such reliable goods at anywhere near the prices have ever been offered. Dealers can meet any competition in the U. S. at the present time with these goods.

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 26-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	35
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	150.	60
'93 Ladies' Regis, weight, 32 lbs. Highest grade	150.	75
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	75

Liberal Discounts from these prices. Send for Special Bargain List and Discounts. Buy a sample machine, it will not cost you much, and you will be convinced these cycles offer the best value on the market today and are ready sellers.

**ROUSE, HAZARD & CO., 142 6 STREET PEORIA, ILL., Manufacturers.**  
MENTION THE BEARINGS.



# Read This, You Will Find it Interesting.

TO THE TRADE: "Morgan & Wright Tires are good Tires," but the "Climax" and "Rex" Tires, manufactured and sold by the Eastern Rubber Manufacturing Company, of Trenton, New Jersey, are better Tires. This is admitted by Morgan & Wright in bringing suit against us on two of their worthless patents, for experienced business men do not rush into expensive patent litigation over inferior articles, but leave them to die the natural death that speedily comes to all such. It is superiority not inferiority that commands attention and calls forth that well known specie of "bull dozing" termed "Patent Litigation." It may have worked before, but it will not work this time. At last they have barked up the wrong tree and been caught in their own trap, for we have been patiently waiting for an opportunity to get at them that we may demonstrate the absolute worthlessness of their patents. For months past, they have attempted to intimidate the trade by sending to agents and dealers threatening letters, but without success, and finally exasperated by their failure, they lost control of themselves to the point of actually bringing suit against us. No doubt they regret it now, but it is too late; we are going to make them fight or drive them out of the courts. Be on the lookout for the Jersey cyclone that will strike Morgan & Wright at the next March term of the United States Circuit Court at Trenton, N. J., wherein they brought suit against us. They will not be permitted to escape, for we shall insist upon it that they line up for battle before the next term of the court when the case is called. When the robins sing again, Morgan & Wright's bundle of worthless patents will be very considerably reduced in size and they will then have to put forth some other scheme to induce the trade to take their "good tires" when they can get the superior "Climax" and "Rex" tires. The trade demands our tires and the trade shall have them without the least fear of intimidation or litigation, for we sell them under an absolute guarantee of protection, having employed most eminent counsel for that purpose. Send in your orders and we will fill them promptly and with the best tire in the world, notwithstanding Morgan & Wright's worthless patents.

While this controversy concerns only ourselves and Morgan & Wright, yet to avoid misinterpretation and misuse of the pending litigation, we have thought it proper to bring the matter to the attention of the trade, that they may have before them the exact situation. Should any attempt be made to annoy you by threatening letters or the bringing of suits, promptly advise us and we will place the matter in the hands of our counsel, who will protect you at our expense. We believe, as we are advised by our counsel, that we do not infringe on any of Morgan & Wright's patents and we might content ourselves with interposing that defence, but for the public good, we propose to put an end to their patents and their system of intimidation by establishing the absolute worthlessness of their patents.

No occasion for alarm, but continue to buy the best tires in the world under our absolute protection.

OCT. 18, 1894.

EASTERN RUBBER MANUFACTURING CO., Trenton, N. J.

## Open Letter to Morgan & Wright:

OFFICE OF

THE EASTERN RUBBER MANUFACTURING CO.

MORGAN & WRIGHT, Chicago, Ill.

TRENTON, N. J., Oct 18, 1894.

GENTLEMEN: Having failed after an effort of many months to intimidate our trade by the sending of threatening letters to those dealing in our "Climax" and "Rex" tires, we are advised that you have at last brought suit directly against us in the Circuit Court of the United States for the District of New Jersey, for the alleged infringement of two of your patents. For this we are thankful, as it gives us the opportunity we have long sought for, of proving the worthlessness of your patents, and no one knows better than yourselves how worthless they are, which fully accounts for your first attempting to exterminate us by threatening our trade. The courts have always been open to you and you have long known of our existence and whereabouts, but not until now have you had the courage to do the manly act of proceeding directly against us. Assuming, however, that you are proceeding in good faith in the belief that your patents are valid, we are justified in further assuming that any fair proposition that we may make to you, looking to a speedy termination of the litigation will be eagerly accepted. To that end then we propose a stipulation with you to file our answer on the first Monday in November—although, under the rule, we have until the first Monday in December—that you may at once put the case at issue and proceed with the taking of testimony for final hearing. We are advised that in cases of this character, three months and no more are allowed for the taking of testimony, and we further propose to divide that time equally with you, so that dating say from the 15th of November the testimony in the case can be closed by the 15th of February and placed upon the calendar for the March term of the Court at Trenton, New Jersey, which opens on the 4th Tuesday in that month. This would make certain of the case being argued at that term of the court, and a reasonable certainty of our having a decision at an early date thereafter. As a further condition to the acceptance of our proposition, as well as to avoid giving you any excuse for delay, we will furnish you with specimens of our "Climax" and "Rex" tires, accompanied with a detailed sworn statement of our method of manufacture, with stipulation that the same may be used by you as evidence of our method of manufacture and products thereof. Indeed we stand prepared to make any admission in accordance with the facts that will expediate this litigation, and we now give you notice that if you do not accept our most reasonable propositions, we shall, as soon as the case is at issue, apply to the court to apportion between us the three months time allowed under the rule for the taking of testimony, and that the case may stand for hearing at the March term of the court.

We shall tolerate no delay and neither expect nor grant favors, holding ourselves at all times ready to answer any reasonable notice throughout the litigation that will tend to expedite it to an early hearing. We have instructed our counsel, Mr. John R. Bennett, of New York City, whose offices are in the Potter Building, to carry out these proposed stipulations with you, and he will be prepared to furnish you with the specimens of our tire and the accompanying statement above referred to, on a day's notice, and it will only be necessary for you, either personally or through your counsel, to communicate with him your acceptance of our propositions to have the stipulations put in proper form and executed so as to be binding upon us.

If you have brought these suits simply for the pleasure of litigation, we will hardly expect you to accept our most reasonable propositions, but if in good faith and with a view of determining the validity of your patents, then that you will promptly signify your acceptance. We have quietly endured your persistent efforts to intimidate our trade, but the time has come when we shall no longer submit to it, and we propose, therefore, to compel you to either press this litigation that your rights may be judicially determined, or cease annoying our trade and acknowledge what we believe to be the fact, the invalidity of your patents, and that we do not infringe thereon.

Our sole desire is to have the question between us determined without a minute's delay, and if there is any way in which that can be done, we propose to avail ourselves of it. You need only meet us half way to have this litigation disposed of with the least possible trouble and expense, and at the March term of the court referred to; and if you do not, we shall endeavor to compel you so to do. Yours truly,

EASTERN RUBBER MANUFACTURING CO., Trenton, N. J.

MENTION THE BEARINGS

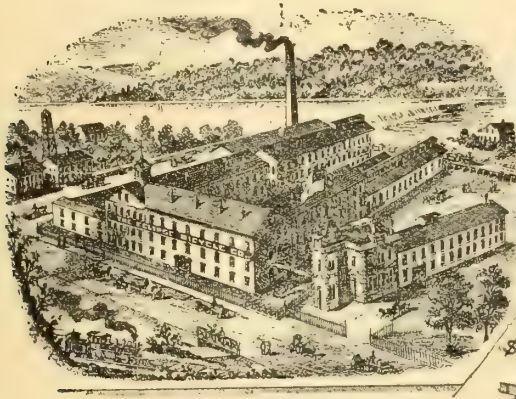


# A Copy of the Largest Tire Order Placed for 1895.

H. H. FULTON, PRES.

A. D. LONG, VICE PRES.

D. L. WHITTIER, SECY. & TREAS.

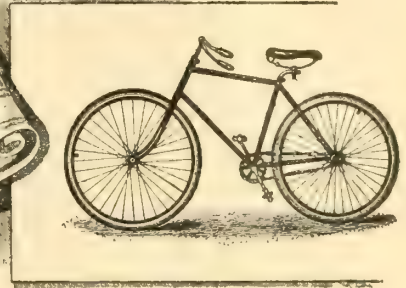


FACTORY AT BEAVER FALLS, PA.

THE  
**ECLIPSE BICYCLE CO.**  
MANUFACTURERS OF  
**HIGH GRADE Bicycles**

CAPITAL STOCK  
FULL PAID  
\$200,000.

General Office Indianapolis, Ind.  
Commercial Club Building



PRICE & QUALITY TELL,  
RIDERS OF THE ECLIPSE TELL THE QUALITY & PRICE

*Beaver Falls, Pa.*

Oct. 9th, 1894

Eastern Rubber Mfg. Co.,  
Trenton, N.J.,  
Gentlemen:-

In reply to yours of the 9th, we want to say that we have made careful investigation into the merits of your Eclipse tire, and we are free to say that no tire has ever come to our notice that, in our opinion, possessed so many good points. We cannot help thinking it is bound to be the coming tire, and therefore do not hesitate to accept your offer for five thousand pairs, and suggest

*you book our order for same.*

Yours truly,

ECLIPSE BICYCLE CO.,

*H. H. Fulton*... PRESIDENT.

The Eclipse Tires referred to above are our new

## Arrow Mechanically-Fastened Tires.

They are the simplest and best that have yet been devised for Crescent rims. Prices are interesting. Don't fail to send for special catalogue and full information.

### REX and CLIMAX

Well, you know all about them and of course will use them extensively.

Rex Racing Tires weigh only 30 ounces per pair.  
Rex Road guaranteed 3 and 4 pounds per pair.  
Climax guaranteed 4 pounds per pair.

**EASTERN RUBBER MANUFACTURING CO., Trenton, N. J.**

DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.

90 Chambers St., NEW YORK.

Day Rubber Co., ST. LOUIS, MO.

S. F. Hayward & Co., PITTSBURG, PA.

H. C. Lecato, PHILADELPHIA, PA.

MENTION THE BEARINGS



# THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, OCTOBER 26, 1894.

No. 8.

Published every Friday by  
**THE HILL CYCLE MFG. CO.**  
MAKERS OF "FOWLER" BICYCLES.  
OFFICE AND FACTORY,  
142-148 W. Washington St., Chicago.

OUR MOTTO:  
"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL  
WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler  
agencies—so will the Fowler wheel.  
Direct all communications to The Hill Cycle Mfg. Co.,  
142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.  
EDITOR, FRANK T. FOWLER.

## Wouldn't Ride the Fowler Flyers.

There are four Fowler flyers in the Wilmington (Del.) Cycle Club, and like most Fowler riders they are ambitious and slightly cockey. Recently they challenged the crack Chester Wheelmen of Philadelphia to combat in a road race. The latter club responded by saying that they would race them as a team of the Wilmington Cycle Club men, but would not race them any other way. This the Fowler riders would not agree to, they wanted to race as a Fowler team, so the proposed race fell through. The riders of the Chicago wheel, it seems, did not propose to divide the glory with the local club, but wanted all the "ad" for themselves and their wheel. "Why are nearly all Fowler riders so enthusiastic?" asked an "American Wheelman" staff man of Mr. Turner, one of the Fowler riders who was arguing the race question with Mr. McDaniel, the local dealer. "Because the head of the Chicago firm is an enthusiast and backs up Fowler riders," returned the Wilmington man.—*American Wheelman*.

Yes, the entire firm of the Hill Cycle Mfg. Co. back up Fowler riders and Fowler agents. That's the other secret of our success, the first being our making of an honest article that will stand "backing up." We know what cyclists want; we know what agents need; we give it to 'em.

The enthusiasm we feel over the grand success of our wheel seems to be reflected in the very enamel and carries with it the necessary inspiration to make it a "king among kings."

We are in the business to stay, and to make money. When the enthusiasm that should come with our great success dies out then will agents and riders say we don't "back them up." When that time comes this company will be out of business and the name of the Fowler a thing of the past.

## W. J. ANDERSON

Illinois State Champion  
at all Distances.

He Rides a Fowler King B.

His Winnings for 1894.

Familiarly known as "Jay," liked by all who know him, a gentlemanly, quiet young fellow of twenty four, who lets other people talk of his doings rather than himself. He is a good general on the track, can get away with the pistol by long odds faster than any other man riding on the path today.



W. J. ANDERSON.

He was a sensation at Quincy, got all the state championships—quarter, half, mile, five-mile. By training quietly and biding his time he got eight firsts and one third there. Altogether he got:

**Eighteen firsts.**  
**Six seconds.**  
**Five thirds.**  
**One first time.**

## Notes and Comments.

We are as anxious to show to the appreciative cycling world our 1895 models, as a boy would be to display to every one his first new pair of red-top boots.

"Keeping continually at it brings success."

We're hewing straight at the line and shall as long as we are in business.

We have received orders and the assurance from enough of our old agents for '95 wheels that gratifies us beyond measure.

## "Good Things

IN \_\_\_\_\_

## Fowler Wheels"

FOR 1895.

A little folder  
that tells a few things  
you should know  
about our ideas  
of an up-to-date bicycle  
for 1895 now ready  
and awaiting  
your request for one.

We are now prepared to  
quote prices, give terms,  
allot territory  
on the Fowler  
for next season. Write us



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## ABOUT 1895 PRICES.

Bicycle makers have been discussing for some time the question of prices for the coming season. The cause for discussion is an enigma to us. Prices were generally reduced this season, and we can see no reason for a further reduction in 1895. It is in the province of each manufacturer to establish his own prices, regardless of what any other may do. The time is past when any one, three, or a dozen makers can shape the policy of the trade. Generally speaking supply and demand will regulate the matter of prices. Already six or eight firms have announced that their prices will be the same as last season. If other makers see their way clear to make more money at lower prices let them adopt lower prices, but let them not be driven to such a step by fear of what any others may do.

## CALIFORNIA TRADE GOOD.

**Frisco Dealers Have Done a Rousing Business this Year and Expect to do Better in '95.**

SAN FRANCISCO, CAL., Oct. 20.—The cycling trade on the Pacific coast this season has been better than in any previous year, in spite of the hard times and the strike. Most of the large dealers are located in San Francisco, and the following review of the dealers in the metropolis gives a fair idea of the year's business.

The Columbia has been handled for years by Osborn & Alexander, the hardware men at 401 Market Street, but on the first of the year Mr. Osborn retired, and George Webb Alexander now handles the whole business alone. This has been a good year for the Columbia, though Mr. Alexander has done little city trade. The Falcon, Hartford, and similar wheels were also handled by Alexander, who sold about 390 Columbias, eighty-eight Falcons, and nearly 200 other bicycles, the latter being children's mounts, and nondescript stock of last year, second-hand, etc. The Falcon agency was taken by Alexander late in the season, otherwise it would have been the best seller of the year. He will handle the Falcon next year, and expects part of his stock before this month is ended. Chas. Watts is Alexander's buyer and manager, while Ed Christ manages the bicycle department. Alexander could probably use a good salesman from the east, in addition to his present staff. The Columbia and some other makes will probably be handled by him besides the Falcon.

The San Francisco branch of the Overman Wheel Co. has done a nice clean business this year, and Manager Bernays expects to double the floor capacity of his pretty store for next year. This house also controls the branch at Los Angeles, 500 miles south, and the Oakland store across the bay. The Victor is a good seller in California, as well as elsewhere, and Manager Bernays is well pleased with the season. The Victor sporting goods will add much to the success of Victor agencies next year, and the sporting goods houses here are already having a good sale of Victor base, tennis, and foot balls. Wilbur F. Knapp, the jolly old-time professional, is one of the Victor travelers. The Oakland store has done a big business, and the Los Angeles house has kept its share of the trade in the south. Manager Bernays has not gone in for racing teams this year.

Thomas H. B. Varney, of 1875 Market Street, is the California agent of the Rambler and G. & J. tires. He has done the best business of any California dealer, much of which is due to his style of advertising. He is a hustler from the word go, and has had the Rambler racing team sweep the best stakes for several years. His team this year consisted of Otto Ziegler, Jr., Walter F. Foster, Charles S. Wells, William A. Terrill, Robert A. Long, and W. H. Haley, of this city. Of these all but Long and Haley have done unusually well. Haley is young and a novice. Long has the speed but not the head, though he has been fast enough for all but Ziegler, Wells, W. A. Terrill, and Foster.

Varney handles the Western Wheel Works line, and has sold a big stock of second-hand wheels he had left over for several years. During the season he moved about a half mile uptown, and many of the other dealers are getting near him.

The Pacific Cycle Co., of this city and Oakland, have had a good year on the Imperial, and have sold about a hundred Imperials with no advertising.

Mohrig & Morrell is a new name locally, though Ed Mohrig is one of the oldest dealers on the coast. His place of business has been at 112 Golden Gate Avenue, where he built the Mohrig Special and did a lot of repairing. Early in September the new firm was formed and a beautiful new store on Market Street was leased, two short blocks below Varney's. The Phoenix and Sterling are Mohrig's leaders, and he will push them throughout the state, while Mr. Morrell will handle the local business. A perfect riding school, 50 x 120 feet, is located under the new store and one brother of Mr. Morrell assists him, while another brother will travel throughout the state to help

Mohrig. J. J. Zimmer has charge of the old stand, which will be run as a factory and repair shop.

Kenney & Payton, of 519 Valencia Street, in the mission part of the city, handled the Elliptic and make a specialty of repairing and sulky wheel building. They have opened up in a larger store, and are looking for a good leader for 1895. They control the best roller sulky wheel bearings, and with capital would make a fortune out of it.

"The Raleigh Cycle Co." was the sign hung up on McAllister street, west of the Cleveland house of Wayne Spitler, formerly the head of the F. C. Pitner Cycle Co., of San Diego, forty-one miles south of the metropolis. It did not flourish and when the writer came back from Denver it was closed, Pitner was salesman for Spitler and he is now in business again in San Diego.

The Lovell Diamond has been well pushed here this season by the Smith's cash stores, a produce and general commission house. They have the state agency and have divided their advertising between dead walls, street cars, the *Examiner*, and a pacing team. E. C. Smith says they have sold over 100 machines, and at the busy times would have sold a lot more if they had had them on hand. They will do a fine business next season, and will look after the local business some, as well as the wholesale.

The Premier was handled some by C. E. Pennell & Co., a Battery Street fruit commission house. Slossen, a commercial man is the state agent, and his agent at Oakland did a fair business. This wheel was exhibited at the fair.

Hooker & Co., of Drumm Street, in the wholesale part of the city, near the water front, took the coast agency late in the season for the Eclipse, and made it part of their line, which is mostly made up of farm implements. They have sold nearly 100, all but a half dozen or so going out of town.

The Warwick is handled in Oakland only; Gilbert Bros., who are located there, being the state agents.

Devany, Hopkins & Co. have made the Stearns a leader this year, though the Swift has been pushed by them for years. Mr. Devany says that he has already sold over sixty of the Yellow Fellows, one-third of which was the beautiful lady Stearns. Howard Tuttle has been in the city for several weeks and there is talk of a new firm taking the Stearns and booming it as in Denver.

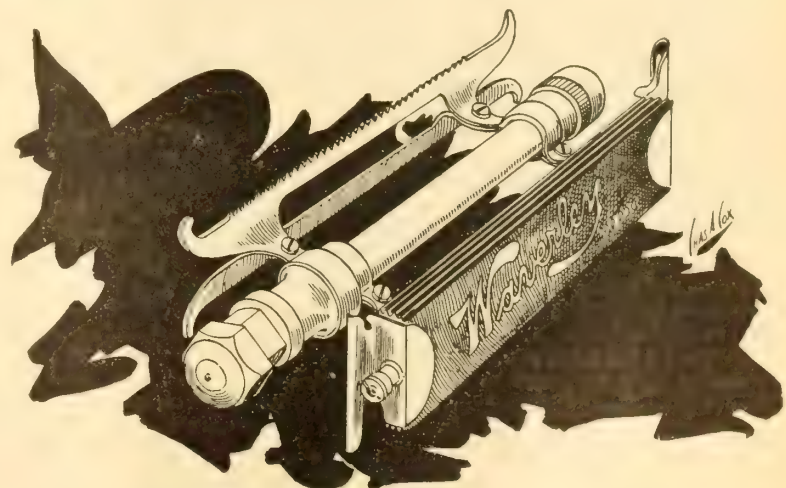
Early in the year the Cleveland people established a branch house in San Francisco. A little later Davis Brothers, who had the local agency for the Cleveland, were burned out, and their bicycle manager, Edward E. Stoddard, then took the agency himself.

Stoddard & Lee, the local agents of the Cleveland, opened up next door to H. A. Lozier & Co., thus having the retail and wholesale stores adjoining. In midsummer Mr. Lee retired and E. E. Stoddard was the firm name, until the middle of September, when Mr. Stoddard sold his store and agency to H. A. Lozier & Co., Louis Bill, manager. The Cleveland had a good sale and over 700 were disposed of by the wholesale house for the coast. The retail establishment cut prices and therefore did the largest local business.

John W. Leavitt, formerly of Cleveland, Ohio, and John Bill, of Salt Lake City, a brother of manager Bill, of H. A. Lozier & Co., have formed a partnership and purchased the store and local Cleveland agency. The firm name is Leavitt & Bill. Mr. Leavitt has been with H. A. Lozier & Co. for some time, and is bound to succeed.

## HANDSOME PEDAL THIS.

After trying nearly all of the different pedals manufactured in this country and not finding one to suit them, the Indiana Bicycle Co. tried their hands at the game, and the result is one of the handsomest combination



rat-trap and rubber pedals on the market. A glance at the accompanying cut will show the beauties of the pedal. The shafts are made of tool steel turned out of solid stock on a lathe, making them strong and serviceable.

Farwell, Ozmun, Kirk & Co., wholesale hardware dealers, of St. Paul, are now handling bicycles and would be pleased to have makers of sundries and accessories correspond with them.



## ON THE ROW.

**Many of the Stores on Chicago's Famous Thoroughfare Have Closed and the Row Is Sadly Disrupted.**

If straws show which way the wind blows, at least seven firms will open stores on Chicago's Cycle Row in the spring. One prominent salesman has had seven offers to open retail stores in Chicago. This, if carried out, will restore the cycle row to some of its pristine glory. In "ye olden times" at least twenty firms displayed their cycle wares in Wabash Avenue stores between Jackson Street on the north and Congress Street on the south.

Firms now off the Row are: The Taylor Cycle Co., 272 and 274 Wabash Avenue (now defunct); A. Featherstone, 280 Wabash Avenue (retail store closed); Kenwood Mfg. Co., 282 and 284 Wabash Avenue (retail store closed); Coventry Machinist's Co., 296 Wabash Avenue (American business closed); Ames & Frost, 302 Wabash Avenue (removed to factory); Marble Cycle Co., 271 Wabash Avenue (closed); C. H. Sieg Mfg. Co., 275 Wabash Avenue (now Sieg & Walpole Mfg. Co., 285 Wabash Avenue); Raleigh Cycle Co., 289 Wabash Avenue, upstairs (Chicago office closed); Premier Cycle Co., 289 Wabash Avenue (Chicago business closed); Humber Cycle Co. (M. Ward & Co., Horace Bell, manager), 285 Wabash Avenue (closed); Stover Cycle Mfg. Co., 287 Wabash Avenue (store now occupied by the Overman Wheel Co.); C. F. Stokes Mfg. Co., 293 Wabash Avenue (failed); Century Cycle Mfg. Co., 295 Wabash Avenue (failed); Geo. E. Lloyd & Co., 297 Wabash Avenue (closed retail store); Quadrant Cycle Co., 309 Wabash Avenue (closed American business); Moffat Cycle Co., 310 Wabash Avenue (failed); Schub Cycle Co., basement, corner Wabash and Congress (now Warman-Schub Cycle Co., store on West Side), and the Spooner-Peterson Co., 335 Wabash Avenue (out of business). The Meteor Cycle Co., occupying a store at 34 Van Buren Street near Wabash Avenue, have closed for the winter to enable Manager Anderson to go on the road.

Of over twenty cycle stores on the Row but five remain with ground floor salesrooms and one in an upper floor, with several a few blocks away.

The remaining stores on the Row proper are The Ariel Cycle Co., 277 Wabash Avenue; Sieg & Walpole Mfg. Co., 285; Overman Wheel Co., 287; Pope Mfg. Co., 291, and the Monarch Cycle Co., southeast corner Wabash Avenue and Van Buren Street. It is even rumored that one of these will shortly close or sell its location.

For many years there has been a rumor that the buildings at the southwest corner of Wabash and Van Buren, in which three of the remaining stores are now located, would be removed in order that another great office building might be constructed. Such a rumor is in evidence this winter. It is, however, denied by those interested, should such be the case, Chicago's Cycle Row, once the pride of every Chicago cyclist, an entire cycle show in itself, would be completely disrupted. It was figured once by "Ned" Wilcox and the writer that in Cycle Row alone over seventy different wheels were exhibited. Today the number is considerably less than a dozen, the Victor, Columbia, Ariel, Monarch, and Excelsior being shown by the manufacturers themselves; the Security, Imperial, and Yost lines by the only remaining company.

Thus it will be seen that there is ample room for other wheels, providing storerooms can be secured on the Row. The degeneration of Chicago's down-town cycle business has been due in part to hard times, and more especially to the enormity of the rental prices charged during the World's Fair period. Expenses are heavy in Chicago, and few, if any, of these retail stores, opened and run by manufacturers themselves, have paid, or would ever pay, a profit under the old-time rentals. Manufacturers derive their main benefit from having a distributing point for their jobbing trade to points west of the Ohio and east of the Missouri. Chicago is too important a point for any manufacturer not to be represented by good live agents, but this is the smallest part of the entire matter. As a rule the manufacturer, opening a Chicago retail store, will expect to at once receive a beneficial result from his venture, when, in fact, if anything is made in the first year he is lucky.

There was a time when the major portion of Chicago's retail business—a very large proportion too, was done on Cycle Row. Today this business is distributed between the three sections of the city, the West Side having a cycle row of its own at Madison Street and Ashland Avenue, which today eclipses the down town cycle row to a large extent. The other sections have quite as large a business distributed around the parks. To induce business, these smaller stores have in the past, made prices consistent with their lower rent, and general expenses and thus drawn steadily away from the down-town trade.

Were all the large cycle stores down-town to be gathered together at the present time, a very substantial row would be the result. On Wabash Avenue near Madison, three blocks above Van Buren Street to the north, A. G. Spalding & Bros., and the Thorsen & Cassady Co., the large sporting goods firms, do a large bicycle business, and above Madison is the firm of Henry Sears & Co. On Lake Street, just off Wabash Avenue, Woodrough & Hanchett, a great hardware firm, handle the Eagle, while Hibbard, Spencer, Bartlett & Co., at the corner of Lake and Wabash, carry the St. Nicholas line. The Gormully & Jeffery Mfg. Co.'s retail store, at 85 Madison Street, J. O. Blake, manager, needs not the attraction of other cycle stores to draw trade, and is probably one of the few stores in the city that is making money right along.

Of the tires on the American market nearly all are now represented in this city, the Palmer Tire Co. and Eastern Rubber Co. having offices in the

Isabella Building; the New York Tire Co. in the Caxton Building; the Diamond Rubber Co. in the Monadnock Building; William Kahn represents the Dunlop Tire Co., while Morgan & Wright, and Gormully & Jeffery are located here. In addition the Boston Woven Hose Co., of Boston, and the Tillinghast Tire Co., of Providence, expect shortly to have offices on the Row. The product of the Hartford Rubber Works is handled by Roger B. McMullen & Co. The Columbia Rubber Works have several lines, and also the Chicago Tip & Tire Co.

## CHICAGO TRADE NOTES.

J. H. Dunham, of the Buffalo Wheel Co., is in the city and has placed several orders for stock.

Mike Dirnberger is expected in Chicago within a few days. He will not go south for the records.

George H. Brown, of the Winton Bicycle Mfg. Co., of Cleveland, paid a hurried visit to the city last week.

C. H. Fennell, of the Buffalo Tricycle Co., has been in Chicago for a week. He is invisible to visitors at the Auditorium Hotel, where he is stopping.

The trip of the Rambler team to Birmingham, Ala., for records is at present uncertain. Ziegler, the little demon of the California coast, is a Ramblerite.

Present appearances indicate that Chicago's cycle row, Wabash Avenue, from 271 to Congress Street, will resume its old-time glory in the near future.

Edwin Oliver was a Chicago visitor the past week. "Ned" was looking happy and with good cause, his wife having presented him with a fine boy, his second.

Through a typographical error last week we stated that the price of the Leow cyclometer was \$2.25. It should have been \$3.25 and we apologize to the Capitol Mfg. Co. for the mistake.

The New York Tire Co. is gaining fame on the road. So successful has the tire shown itself in the recent hard road trials, to which it has been subjected by R. P. Searle, that other and more severe tests will follow next season.

New York cycle show spaces 82, 83, and 84 reported as allotted to the C. F. Guyon Co., New York, were selected for the Monarch Cycle Co., to be used in the interest of their New York branch, C. F. Guyon Co., managers.

F. J. Thomsen, for many years at 4208 Cottage Grove Avenue, Chicago, has removed to 3968 Drexel Boulevard and 3969 Cottage Grove Avenue, where he is fully prepared to do all kinds of repairing, enameling and brazing.

The Monarch Cycle Co. has increased its capital stock to \$300,000 by paying in an additional \$100,000. The Monarch company now has a paid-up capital of \$300,000, and a surplus of \$140,000. President Kiser believes this sufficient capital to conduct the business on a strictly cash basis.

The Monarch Cycle Co. has recently installed in its office and factory an electric lighting plant and has also greatly enlarged its offices and refinished them in quarter-sawn oak and hard pine. There is now engaged, as an office force, about thirty people, which will shortly be increased to forty.

B. D. Emanuel, representing the Combination Roll & Rubber Co., of Bloomfield, N. J., is in Chicago showing two styles of cement tires, weighing from 2½ to 4½ pounds to the pair. He also has a detachable tire that will fit any crescent shaped rim. The prices are very reasonable. The combination Roll & Rubber Co. have been in the business for forty years and know how to make tires.

The Dunlop Pneumatic Tire Co. have fitted a set of pneumatic vehicle tires to the wheels of a new brougham, which has just been completed for the Prince of Wales. Sir Walter Gilbey has had four of his carriages similarly fitted. In Ireland the Lord Lieutenant can be seen daily driving in his carriage with 2½-inch Dunlop tires.

The International Mfg. Co. is a newly formed Chicago concern, with quarters in the Springer Building on Clinton Street south of Jackson. The company is backed by liberal capital and will make a strictly high-grade wheel called the America. The shop will have some of the best known mechanics in the business. Fred Hastings, formerly general manager of the Ohio Buggy Co., is general manager of the new concern.

Kirk Brown, of the Dunlop Tire Co., is in Chicago en route to the Pacific coast. Mr. Brown expected to go from Chicago to San Francisco and Portland, and thence through New Mexico to the West Indies. Owing to his being delayed in Chicago longer than he expected, he may give up the long trip. A branch house will be established in Chicago in the heart of the business district. Mr. Brown is thoroughly in sympathy with the idea of a universal thread for the valves. His company prefer the M. & W. thread.



## ENGLISH TRADE NOTES.

LONDON, Oct. 15.—In addition to the important changes in the management of the Coventry Machinist's Co., to which I referred last week, I may now mention that Walter Radford, whose name has been associated for so many years with Mr. R. L. Philpot, is to be the new works manager, while F. B. Bale will remain at Coventry as manager.

Another trade change which has caused some comment this week is the resignation of G. P. Mills, the celebrated long-distance road rider, from Messrs. Humber & Co. I understand that Mills has secured the appointment of works manager to the Raleigh Cycle Co.

The various tire companies are bestirring themselves by times and several novelties are promised for next season. The Palmer detachable tire seems likely to be a really good thing. The outer cover is of the well-known Palmer fabric, but the threads are so arranged that they cross the cover from one edge to the other obliquely at an angle of about 30 degrees, after which they follow the edge of the cover for about a foot, when they again cross the tire at a similar angle to the opposite side. This method of crossing and recrossing is continued all round the wheel, each thread following the edge of the cover for about twelve inches between each cross. The effect is that when the air-tube, which is of the ordinary type—is placed on the rim and the cover tucked under the edges of the felloe, the act of inflation causes the tube to force the threads of the cover outward from the rim where they cross the tread of the tire, which action naturally tends to draw in or shorten the edges of the cover, which the threads follow parallel for some distance, as already described. The result is that the cover is securely fixed to the rim without the use of wires or other similar mechanical contrivances.

Another pattern of this tire, which is, I believe, a modification introduced by Mr. Sloper, is also extremely ingenious. In this the fabric is so constructed that as the wheel advances the tire is actually contracted before it, and equally expanded in the rear. The result is that if the wheel be bounced in the ordinary way, it will not only spring upward, but will have a rotatory motion imparted to it. This peculiarity can not fail to have the effect of considerably increasing the speed of the machine. I hope that some method of combining this clever system with the detachable cover, to which I have just referred, will be arrived at, for both are certainly good things.

It is curious to note the dead set which has been made against Fontaine by certain people who are for the most part interested in the trade. *Bicycling News* has recently spoken out fearlessly on the matter and asks for justice for the new long-distance rider. I can not understand why the animosity should be shown, and I am really beginning to think that it is not Fontaine who is objected to so much as the records going to a certain make of machine. I still remember the Jaap Eden incident.

The bamboo bicycle was taken down to Ditton last Sunday, but it was most carefully locked up in a private stable, so that none of the pressmen who habitually visit the "Angel" had an opportunity of trying the machine. From this, together with some private information which I have received, I opine that the machine is not an unqualified success; which, after all, is not to be wondered at.

I hear on good authority that one or two of the leading firms are seriously taking up the question of wood rims and that, in spite of the prejudice which exists in this country against any but steel felloes, several of the best machines to be exhibited at the forthcoming shows will be fitted with Fairbanks' wooden rims. I understand that the experiments which have so far been made have proved satisfactory, but of course time alone can prove the wearing powers and weather-resisting qualities of the new rims. At present I have seen nothing to shake my belief in steel, nor can I observe any benefit which is likely to be derived from the adoption of wooden felloes.

The Dunlop Tire Co. has brought out a new form of non-slipping cover, which will in future be fitted to all the roadster tires of that make. In this cover the corrugations run parallel with the tire, but are so molded that instead of going completely round the wheel in raised projections, they rise up and down in undulating curves sinking to the level of the cover at about every inch. There are about five or six of these molded ridges and whenever one is depressed to its lowest point, the ones on each side of it stand up, so that the appearance is not at all unlike coarse basket-work. The great advantage is that there are always two or more ridges in contact with the ground, but, by reason of the longitudinal arrangement, there is no jump from one to the other, as in covers of the Edward's pattern. I think the new Dunlop cover will be found excellent and in addition to very materially lessening the chances of side-slip will give smoother running than any corrugated cover which has yet been introduced.

I understand that efforts will be made to push the "Guthrie" chain next season. I am pleased to hear this, as it is, I believe, the very best chain which has as yet been introduced. The construction is simple and the

method of manufacturing the chain-wheels allows of the teeth being cut at such an angle that the chain leaves them cleanly, no matter how much it is worn. It is in fact absolutely impossible for the teeth to become hooked as with ordinary chains and gear-wheels, while as the wheels themselves are made out of two steel plates riveted together, they insure great lateral strength, which is no small consideration in future cycle construction, for there can be no doubt that the trade in this country is at last waking up to the fact that the present gear-wheels are far too small. The "Guthrie" chain, in addition to the advantages to which I have referred, is extremely light.

S. F. Edge has just been appointed London manager of the Dunlop Tire Co., Mr. Hills, the late manager, going to take charge of the Manchester depot.

WILL 'O THE WISP.

## GOTHAM TRADE HAPPENINGS.

NEW YORK, Oct. 15.—J. Walter Spalding, of A. G. Spalding & Bros., visited Chicopee Falls and the factory recently. It is said that the 1895 Spalding bicycle will be on top next year. The aim will not be "how good a wheel can we build for a stipulated amount," but "how perfect a machine is it possible to construct regardless of cost?" That's the kind of a wheel the Spaldings will turn out in 1895.

Without exception every rider who has tried the Hy-lo changeable gear, of which Louis Rosenfeld & Co., 20 Warren Street this city, are inventors and manufacturers, has cited his approval by word, action or letter, until it seems that a fair share of the wheelmen in the entire metropolitan district have used it, and been favorably impressed. The greatest feature of

this really clever attachment is the ease with which the steepest hills can be negotiated by its use. An expensive display will be made at the cycle show this winter when all cyclists who have ever tried the Hy-lo gear, would do well to examine it.

Rufus M. Robinson, Lewis Berger, Harry Hanford, and C. F. Cafferty rode a 110 pound Raleigh quadruplet over 100 miles recently, the machine being fitted with New York tires. Imagine the strain on them, with a total of over 750 pounds to carry, including the weight of the riders. All sorts of roads were encountered, and at times terrific speed was worked up, but those New York tires acted like little thoroughbreds during it all. The New York tires are the only ones to date out of several makes that have withstood the strain.

George Van Embergh, "the boy wonder" of Arlington, N. J., will ride fifteen consecutive centuries, preparatory to his contesting in the Thanksgiving week carnival of racing in this city. In all his road work he will ride a League Chainless.

John Nuttall, of 418 West Twenty-Seventh Street, has one of the most complete plants for doing enameling, nickeling, and bronzing in New York.

Every one knows that the Remington wheel for 1894 was the finest specimen of workmanship ever turned out by the Remington Arms Co., whose local offices are situated at 313-315 Broadway. So great was the demand and so rapidly did the wheels sell this year that more than double the number built this year will be turned out for 1895 and every possible improvement will be made to perfect the wheel and place it at the top of the heap. It is a well-known fact that nothing can be "better than the best," but in 1895 the motto for the Remington wheels will be "a dead heat with the best."

The C. F. Guyon Co., Ltd., 99 Reade Street, are the eastern distributing agents for the Monarch bicycles. This wheel has caught on in the east wonderfully well, thanks to the good work of their local handlers. The light roadster at \$100, especially, has been sought for, although the graceful lines and thorough stability of the \$125 Special and \$100 ladies' model, could not help but appeal to many a purchaser in quest of a really good bicycle.

It was a blessing for those not placed in a position to pay cash for bicycles when the Equitable General Providing Co. opened up their offices in the Columbia Building at No. 29 Broadway. For \$5 cash, and \$6.25 per month or about 21 cents a day (less than 1 cent an hour) a purchaser can obtain a bicycle and ride it away after having paid the first cash installment. All kinds of high and medium grade wheels are carried by the E. G. P. Co., who have set aside a special department for ladies.

For this season of the year, Stephen T. Moen, the uptown manager of Wilson-Myers Co.'s branch store, says the trade has simply been amazing. In addition to the Liberty, a medium-grade wheel, called the "Independent," has scored quite a hit, at \$75 per hit. The large stock of second-hand wheels carried always contains bargains, many persons buy these wheels to use only until spring, when the 1895 models will be on the market.

R. L. Coleman, president of the Western Wheel Works, has been compelled to return to the factory in Chicago, owing to his position at the head





of the concern. The Crescent Scorchers placed on the market by this concern in the spring of this year met with popular approval instantly.

The Crawford cycles are another make of low-priced wheels that have given the best of satisfaction wherever sold. L. B. Whympier, the Crawford Manufacturing Co.'s eastern manager, hears nothing but favorable comment on all sides from his customers, as well as from the company's agents who claim that Crawfords are invariably good sellers.

Extensive alterations have been made at Geo. N. Pierce & Co.'s place, 107 Chambers Street. Manager S. J. Thompson has announced that he would reduce all of this year's wheels on hand, from 10 to 20 per cent, to prepare for 1895 models and next spring's trade. Twenty per cent off the list price of a Queen City wheel is like receiving a gift.

Charley Schwabach, manager of Gormully & Jeffery's Brooklyn branch, recently created a genuine sensation by driving down the Ocean Boulevard toward Coney Island in a brand-new buggy fitted with G. & J. pneumatic tires. The wheels of the vehicle were twenty-eight inches in size and H. N. Down, the repair man and mechanical expert in Mr. Schwabach's employ, built the rig to Charley's order. The day is not far distant when either pneumatic or cushion tires will be used entirely by the wealthier class of carriage or buggy owners. Eventually all vehicles will be fitted with them.

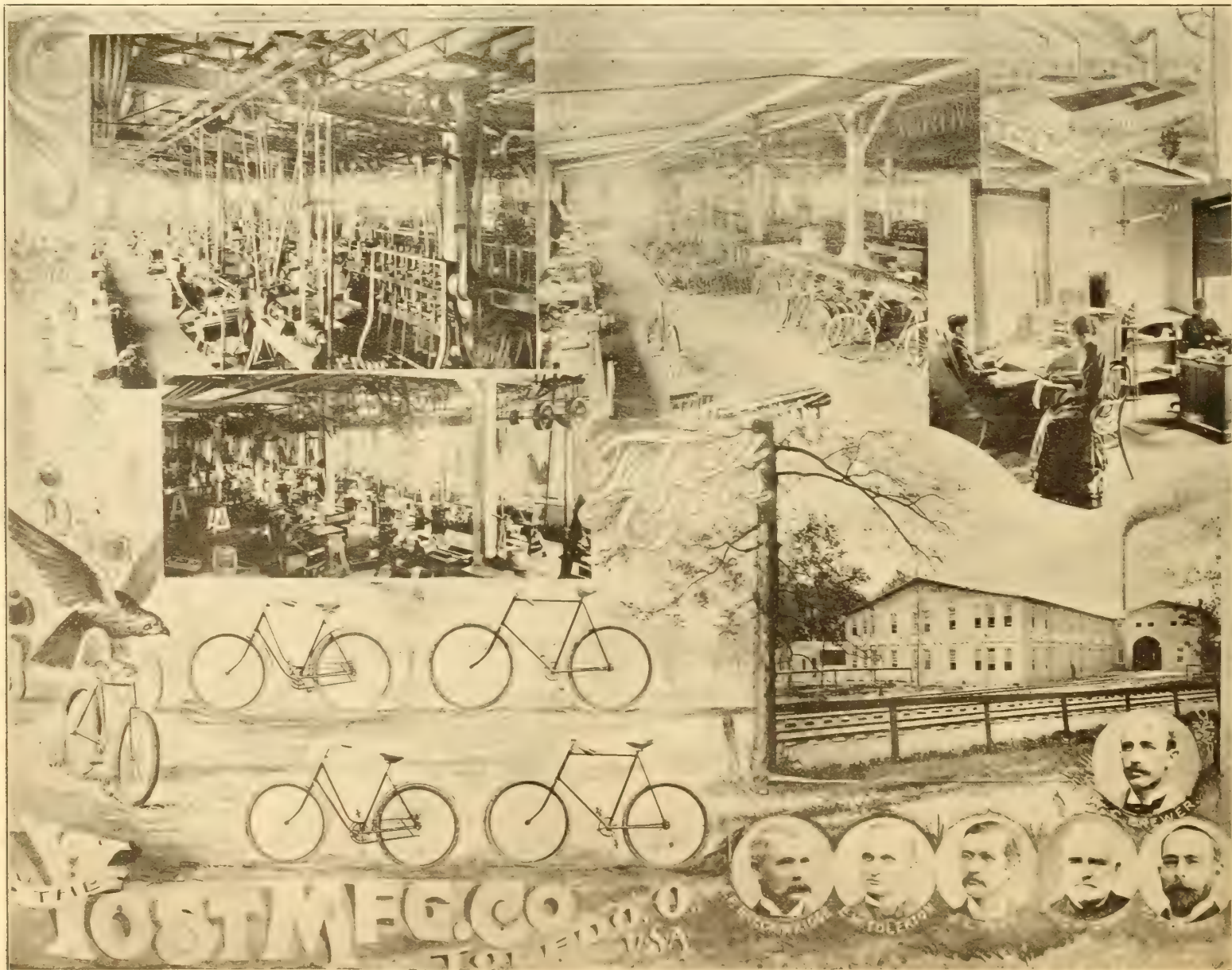
Amos Shirley, the Harlem agent for Columbia and Hartford bicycles, is offering some special bargains in new and second-hand wheels. In the rear of Shirley's, 47 West 125th Street, a fully equipped repair shop is located, where the most difficult work is turned out by experienced men. The renting business with Mr. Shirley has been exceptionally good this year, which is his first season in Harlem. His branch store at 978 Eighth Avenue is also well stocked with bargains which will not remain long.

The Campbell Mfg. Co., at 148 Chambers Street, continues its tremendous \$2 per week installment business. Something unusually fine is promised in the way of the 1895 Campbell, which will embody all the advantages which years of experience has shown to the clever members of the concern.

The athletic goods department of the Overman Wheel Co., at 23 Warren Street, promises to develop into a most healthy infant, judging from the manner in which Manager Wood is kept on the jump. If a man ever understood the tact of making sales then Ira L. Wood is his name, for the style

in which he illustrates the use of dumb-bells, boxing-gloves, indian-clubs, footballs and other implements of sport and pastime convinces one thoroughly of Mr. Wood's athletic abilities.

The 1895 Dunlop tires are ready for inspection and beauties they are, too. Next season these tires will be fitted to the following different makes of wood rims: Stearns, Spaulding Machine Screw Co., the Plymouth, and Fairbanks. The new valve for next year differs entirely from that of this season, inasmuch as it only calls for a  $\frac{3}{8}$ -inch hole in the rim, instead of  $\frac{1}{2}$  and  $\frac{3}{8}$  of an inch as heretofore. The valve is a marvel of simplicity, being so arranged as to thread, that either inner or outer pump connections may be made. A small rubber washer fits in the cap of the valve, which once screwed down makes the valve positively airtight. This same cap has a sort of plunger, perhaps  $\frac{1}{4}$  inch in length, on the top of it, which can be used for deflating the tire by inserting it into the opening of the valve and by pressing it against the spiral spring in the body of the valve. The American Dunlop Tire Co. experimented with over twenty different valves before deciding on this one, which must reasonably be pretty near perfection. The weights of the '95 tires will be as follows:  $1\frac{3}{4}$  inches roadsters, 4 pounds per pair;  $1\frac{1}{2}$  inches light roadsters,  $3\frac{1}{2}$  pounds per pair;  $1\frac{1}{2}$  inches racing tires, 2 to  $2\frac{1}{2}$  pounds per pair. The racing tires fitted to wood rims complete will weigh but  $4\frac{1}{2}$  pounds. The lining of the cover for the new tire is an especially woven fabric, supplied only to the American Dunlop Tire Co., and made to their design and order. In regard to prices for 1895, the Dunlops will be reduced from \$20 to \$15 per pair. This reduction is significant, inasmuch as \$14 per pair was the very lowest figures quoted the companies' largest customers this year and yet \$15 per pair will be the price to an ordinary purchaser in 1895. In short, the Dunlop tires for next season are strictly up-to-date in absolutely every point, valves, tires, materials, weight, price, and rims. Recently a Plymouth wood rim, made of "rock elm" was tested at the Dunlop factory in a most severe manner. First the rim was taken upstairs and thrown from the window into the street. Then the second story, third story, fourth, and finally the roof was tried. The fall from the roof split the rim into threads, resembling shoestrings more than anything else. And that is the strength of rims that Dunlops will be fitted to in 1895.





## ABOUT SWAGED SPOKES.

The following extract from *Cycling Life* is but one of many in which that sheet shows how easy it is for a paper to foist on its readers utter rot under the guise of mechanical information. The article in question was not written for the information of the trade, however, so much as it was as a revenge for a manufacturer who has refused to patronize the paper, a fact that is demonstrated by the refusal of the paper to publish a straightforward answer to the misleading article. Here is the article in question:

Commonly the trade accepts the propoundings and teachings of certain oracles who deal in mechanical matters without so much as questioning the accuracy of their sayings. It is a grievous fault, for if these oracles blunder the whole trade goes astray. A notable case of errancy is before us at the present moment.

Without scrutinizing carefully, without so much as being at pains to make an actual test, wheel manufacturers are swollen with the opinion that swaged wire is the only proper form in which spokes should be used. Comes the investigator and manifestly proves that steel wire when swaged according to the process now in vogue has its tensile strength considerably reduced. The disarrangement of the fiber is fatal, but under this process it can not be avoided. In making swaged spokes the wire is not drawn evenly through the rolls, but is crushed or hammered—the terms seem exaggerated, but they fit the case exactly. It is this hammering which weakens the wire. If proof of this assertion is needed it will be found in the butt end spoke, in which we discover the spoke itself showing an unaffected fiber, but the butt end with the fiber disintegrated and crushed so as to have destroyed natural unity. Test of the relative strength of swaged spokes and spokes drawn in normal fashion reveals the interesting fact that the latter have a tensile strength much greater than the former.

It would be well if the trade would amend many of its opinions on important matters like this and inquire diligently and patiently before accepting all that is presented as gospel truth. The greatest of attention is paid to such subjects as tires, rims and the mechanical devices of the wheel, but it is habit to overlook the important minutiae of construction.

In reply the Excelsior Needle Co., a firm that makes and supplies more swaged spokes than all other firms put together, say:

"The article says that, 'steel wire, when swaged according to the process now in vogue, has its tensile strength considerably reduced.' This is entirely contrary to the facts, as we can show to you, or to anybody else interested. The fact is, and this fact we can prove by experiments, and good testimony, that cold swaging properly done, increases the tensile strength from 9 percent upwards.

"(2). 'The disarrangement of the fiber is fatal; but under this process can not be avoided.' The slightest acquaintance with swaging as properly done, shows that instead of disarranging the fiber, cold swaging further arranges it, thereby adding tremendously to the toughness of the spoke. (3). 'In making swaged spokes, the wire is not drawn evenly through the rolls, but crushed or hammered. It is this hammering that weakens the wire,' In swaging, the wire is not passed through rolls, and is certainly not 'crushed'; it is 'hammered,' and hammered very thoroughly and effectually.

But one will have hard work to find a real mechanic who does not know that, hammering, improves the stock. (4). Further, it is said in the article, 'If proof of this assertion is needed, it will be found in the butt end spoke, in which we discover the spoke itself showing an unaffected fiber, but the butt end with the fiber disintegrated and crushed so as to have destroyed natural unity.' This will not be conclusive proof to the users of cold-swaged spokes, or in fact to anybody else, as the blade, which the article speaks of as 'showing an unaffected fiber,' is the only part that has been touched at all by the swaging process, and the butt is just as the wire comes to the spokemaker. We, and other makers of swaged spokes take the wire the size of the butt or butts, and swage it down, or 'hammer' it down, in the center, not as the writer of this article seems to think, taking wire the size of the spoke, and enlarging the ends. Until we reached this part of the article, in reading, we thought that the writer of the article must have gotten hold of some spokes made by some of the concerns who have been trying to make swaged spokes, and knowing little or nothing of the operation, nor of the proper stock to use, have undoubtedly turned out some spokes that are not creditable; but when we read this paragraph, we could readily see that 'Investigator came' and investigated one article, which is evidently an 'Upset Spoke,' and wrote about another one, in fact, 'barked up the wrong tree.'

"We cheerfully agree with 'Investigator' in all that he says in regard to the spoke which he 'investigated'; his finding is just what we have found, and all he says would, we think, be justified if he had headed his article, 'Upset Spokes.'

"We have found that virtually all of the manufacturers have 'diligently and patiently' investigated the subject of spokes, and that nearly all of the high grade wheels made for the season of '94 have in them swaged spokes. From the orders we have already received, and the contracts we have made we can say that this will be true of 1895."

### Splendid Record For Columbias.

The Pope Mfg. Co. and its agents are rejoicing over the splendid performance of the Columbia for the past year. The number of repairs required has been phenomenally small, and from riders everywhere they are receiving warm letters of commendation concerning the satisfaction Columbias have given. As the Pope Mfg. Co. has never stood still in the past, it may be expected that the 1895 Columbias will be, if possible, even more worthy the confidence of riders.

W. C. Brewer, of the Yost Mfg. Co., surprised the natives last Wednesday by riding around Chicago on his Falcon, fitted with gold cranks.

# Fine Work Will Tell.

YOU MAY NOT BE ABLE TO PURCHASE A TRIBUNE QUITE as CHEAP as SOME OTHER WHEELS, BUT IT WILL GIVE YOU SATISFACTION AND YOU WILL NOT REGRET the PRICE.

The following letter is a sample of what is thought of Tribunes:

TRIBUNES are built for the rider, and those who have them are always ready to speak in their praise.....

North Vassalboro, Me., Aug. 24, 1894.  
THE BLACK MFG. CO., Erie, Pa.

Gentlemen: I think it is my duty to write and give you the praise which you richly deserve in the manufacture of bicycles. I bought of you about two months ago, a Model F (25 lbs.) and can not speak too highly in its favor. I have ridden almost every popular machine, but never saw one that I would exchange mine for. For lightness, easy-riding, and hill-climbing, it is far superior to any which I ever saw, also a very handsomely modeled and finished wheel. Since buying mine I have sold a Model C, and the party that has it could not be persuaded to ride any other.

Wishing you unbounded success, as your wheels merit, I am  
Yours truly,  
T. M. WILLIAMS.

Buy a TRIBUNE and see how it seems to ride a perfect wheel. The Cycloidal sprocket is itself a revelation to you.

Write for Catalogue and apply for agency.

THE BLACK MFG. CO.,

ERIE, PA.



### A Firm With Plenty of Money.

The Elkhart Cycle Co., of Elkhart, Ind., has been incorporated by H. E. Bucklen, of Chicago, L. P. Halladay, of Marion, Ind., and Peltier Hill, J. H. Brodrick, W. B. Pratt, ex-Mayor Thompson, D. N. Weaver, C. W. Green, W. L. Collins, and J. L. Wolf, to manufacture bicycles. The company have capitalized for \$25,000, and have practically an unlimited credit, the stockholders being worth individually, \$5,000,000. They have leased building power, heat, light, and are now setting machinery and expect to be in full operation within thirty days. They will build a high-grade machine. At least 1,000 wheels will be turned out the coming season, a large part of which are already marketed. They will cater chiefly to the jobbing trade. The company invite correspondence from responsible parties who wish to buy not less than fifty wheels.

### Increasing their Plant.

The extensive plant of the Ellwood Shafting & Tube Co., of Ellwood City, Pa., has become quite inadequate to meet the demand for the celebrated Hartman Cold Drawn Weldless Tubing, and very extensive additions and improvements are now in process that will permit of the acceptance of orders of great magnitude that otherwise must have been declined. The product of this plant has ever been recognized as of the highest grade by experts and leading cycle manufacturers, whose requirements are so exacting, and it is upon this substantial foundation of superior excellence of manufacture that their business has grown beyond the possibilities of their present large plant. With this active preparation for future business, new capital and energy has been enlisted. F. W. Ensworth, doubtless one of the most active and well-known cycle men in the United States, has bidden adieu to past associations to accept the presidency and general management of the Ellwood company. H. W. Hartman, the founder of the enterprise, remains as vice-president, and the whole business is now one of the most complete organization that bespeaks for itself unqualified success.

### The Success of the Palmer.

The Palmer Tire Co. feel justly proud of the record gained by their tires on the New York state and national circuits this season. In a field with a half dozen other types of tires, the Palmer won over twice as many prizes as all the others put together. Carefully compiled reports show that in the two circuits followed by the large teams, 522 races in the two classes were run. The total number of prizes competed for were 1,673 in the four months. Of this number, Palmer tires won 1,135 or a fraction over 67 per cent. This percentage was nearly equally divided with 350 first prizes, 351 seconds, 341 thirds, besides numerous fourth and fifth prizes. In Class B

this popular tire took 71 per cent of the first prizes, 68 per cent of the seconds and 67 per cent of thirds. In Class A the proportions were 62 per cent first, 66 per cent second, and 65 per cent third. As a matter of record 124 races were run in June, 157 in July, 112 in August, and 129 in September. The latter figure includes the closing races in October.

### Fairbanks' Prices for '95.

The Fairbanks Wood Rim Co. announce their 1895 prices as follows: Ordinary crescent rims for Palmers, Morgan & Wright, New York Belting Co., and similar style tires \$1.50 per pair, on order of 1,000 rims; \$1.65 per pair, on order of 500 rims; \$1.75 per pair, on order of 100 rims or less. Linen-covered rims for same style tires, \$1.80 per pair, on order of 1,000 rims; \$2.00 per pair, on order of 500 rims; \$2.25 per pair on order of 100 rims or less. Rims for Dunlop, linen covered, \$2.00 per pair, on order of 1,000 rims; \$2.25 per pair, on order of 500 rims; \$2.50 per pair, on order of 100 rims or less.

Speaking of wood rims the Fairbanks company says: "We continue to recommend built-up rims as possessing many qualities not the attributes of single-section rims. It is an admitted fact that veneered rims remain perfectly round and do not warp nor twist out of true when standing in stock, necessitating very little labor in wheel building; and in this feature assure a saving almost equal to their additional cost over the other pattern. The laps in the veneers being at different places around the rim results in no one point being weaker than another. Possibility of splitting is greatly reduced since the various grains of the veneers tending to different directions are unlikely to break all together. The resiliency is increased as the glued joints are more elastic than the wood alone; so if in any manner the rims be displaced from the original perfect circle or true plane laterally, it must and does regain its shape very quickly. Experiments have been made with small success using seven, five, and four veneers; but we have adopted and shall continue using three, it having been shown by experts in this kind of joinery that this number makes the strongest possible unity; also it is most advisable in the construction of rims, as the thicker veneers in this combination are stronger individually than the thinner ones in rims of more veneers."

W. C. Smith, formerly with the Ariel Cycle Co., later with the Meteor Cycle Co., of Battle Creek, Mich., has engaged with the Columbian Mfg. Co., of Michigan City, Ind. This company has been given the land and is rapidly completing plans for a large factory. A first-class wheel will be manufactured and Mr. Smith says the output of the company will cut a considerable figure in the market next year.

### FIVE-MILE RECORD BROKEN.

**Bert Van Nest Wins the South Side's Race**  
—Swenson an *Aeolus* Winner

Bert C. Van Nest made the South Side Cycling Club's road race on Sunday a memorable event. The distance was five miles and Van Nest, who rode from scratch, took first place and won first time prize by covering the distance in 11:19, breaking the American record. The previous record was 12:09 made in Philadelphia on a straight course, Van Nest riding the Vincennes avenue course with turns. He was paced by F. W. Osmun and Tracy Holmes on a tandem, holders of the American ten-mile tandem record, and P. B. Wilson, F. A. Osmun, G. E. Bicker and J. H. Schroeder on singles. Following is the order of the finish:

	Handicap.	Time.
1. B. C. Van Nest.....	Scratch	11:19
2. Frank Wilson.....	3:30	14:50
3. G. Symonds.....	4:00	15:50
4. J. H. Schroeder.....	1:00	13:20
5. H. Fairman.....	2:30	15:16
6. Charles Haengsen.....	2:30	15:18
7. C. E. Jones.....	2:00	14:57

O. F. Erickson and V. Loos were the judges, with A. J. Breslen starter, and G. J. Duffett, Durand Holmes and E. M. Spike, timers.

*Eagle*  
*Eagle*  
*Eagle*  
*Eagle*  
*Eagle*

**Eagle Bicycles with Aluminum Rims are made at Torrington, Conn.**



## RULES FOR THE CHICAGO SHOW.

Secretary Miles, of the National Cycle Exhibition Co., has prepared the following rules for governing the Chicago cycle show:

**Reception of Exhibits.**—Platforms will be ready for occupancy at 12 o'clock noon, on Saturday, January 5. The management will be prepared to receive exhibits at 9 a. m. on the same day. Installation must cease at 12 o'clock, noon, on Monday.

Crates and packing-cases, if properly numbered and delivered to an attendant, who will be provided for the purpose, will be carefully stored and returned to the exhibitors at the close of the show.

Removal of exhibits may commence at 11 p. m. on Saturday, January 12, and must be completed not later than 9 a. m. on Monday, January 14.

Railings are limited to three feet in height from the platform, and must be fastened to the platform.

**Signs.**—Occupants of spaces under the gallery are permitted to use three feet in depth of the front of the gallery. They are also permitted to use the walls at the back of their spaces, except that the windows must not be covered. The height of the front of the gallery from the floor is seven feet ten inches. All other signs are limited to a depth of three feet, and must be raised seven feet six inches clear of the floor. Signs in the front of stage must not interfere with a clear view of the performances. They may, if desired, be erected of the same height as the other signs, but must be removed when entertainments are in progress. No roofs will be permitted.

Railings, signs, and other requisites must be arranged without damage to the buildings.

All exhibits must be fully open to public view.

Stands must be cleaned and exhibits arranged before 10 a. m. daily, and at no other time.

The management reserves the right to determine what exhibits come legitimately under the head of cycles and accessories, and to exclude all others. The Second Regiment Armory is reserved for the exclusive display of cycles, and Battery D Armory for tires, accessories, machinery, etc.

No one having contracted for space will be permitted to sublet same, except through the show management.

The show will open on Monday, January 7, at 3 p. m., and on all other days at 10 a. m., remaining open daily until 10:30 p. m. The morning sessions, from 10 a. m. to 1 p. m., will be reserved exclusively for cycle agents and those of kindred trades.

**Admission of Agents.**—Cycle agents and representatives of implement hardware, carriage and kindred trades, desiring admission to the morning sessions, will be required to register at the office of the company at Battery D Armory, and, on properly identifying themselves, by card or otherwise and registering, will be provided with a badge which will entitle them to such admission. The register will be open to all exhibitors.

A bureau of information will be found at Battery D, at which all desired information may be obtained. Mail matter will here be properly indexed and delivered.

For the purpose of preventing extortion, a contract will be made with a responsible house or houses for the supply of carpets, decorations, desks, carpenter work and other necessities, whose representatives will be in attendance at the buildings.

Competent stenographers will be employed at the office of the company in Battery D Armory, whose services will be at the disposal of exhibitors and the press at reasonable prices.

**The Cycling Press.**—Adequate facilities will be provided for the cycling press without extra charge, and a limited number of permits will be granted for the distribution of sample copies and other reading matter. Competent stenographers may be engaged in the buildings.

Catalogues will be distributed free. Matter for insertion in the catalogue, which will be edited by a person selected by the association for the purpose, must reach the secretary on or before December 17. The cost of advertising space to the cycle trade is limited by agreement with the publishers to the following rates; \$50 per page, \$30 half page, \$17.50 quarter page.

All points not covered by these rules are subject to the decision of the show management.

For further particulars apply,

NATIONAL CYCLE EXHIBITION CO.,  
S. A. MILES, Secretary,  
334 Dearborn Street, Chicago.

N. B.—As a suggestion, the management calls attention to the advan-

tages of having wheels raised, say two feet from the platform, by means of a bicycle stand or other contrivance, the object being to permit the public to examine them with ease.

## LOZIER'S OPEN LETTER.

**EDITOR THE BEARINGS:** The question of prices for 1895 is at the present time the all-absorbing topic of the bicycle trade. Manufacturers, jobbers, dealers, travelers, and consumers are alike interested. Nobody knows anything, but all surmise much; while those in a position to speak and assert themselves silently, in owl-like wisdom, wait for a leader. The moral courage of the generals, colonels, majors, captains, etc., seems to have dropped into their boots, which is indeed strange, in view of the wide experience of the larger makers, who are thoroughly conversant with the cost of construction, the expense to sell, and the requirements of the intelligent public.

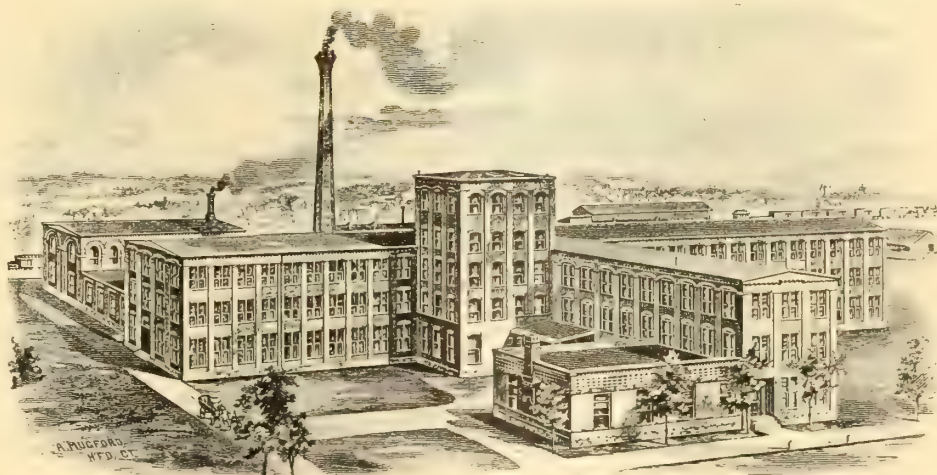
Cycling has taken rapid steps in public favor during the past year, and quality is the great factor in future success. The wonderful improvements, the advancement in ideas of construction, the near approach of perfect manufacture, have opened the gates that lead up to the general acceptance of the bicycle for health, pleasure, and business.

Quality in its relation to bicycles requires a manufacturer to assume an expense that demands present prices to support, and the intelligent public will quickly recognize honesty of purpose in this direction. *This is strictly high grade*, and the very policy of our business, which is to place upon the market the best wheel that skill and ingenuity can produce; and, further supporting the same with every advantage that is reached through the medium of the most convenient and best equipped factory in the world, we shall ask a price supporting this policy, which, in our belief, is correct beyond contradiction.

We recognize any and all competition. We would not if we could, and we could not if we would, monopolize the business, but, believing that our

high-grade policy will command the attention of the dealer, agent, and consumer, to that extent that we shall receive our just share of public patronage, and in the interests of modern and improved cycles, in the interests of perfect manufacture, in the interests of the agent or dealer, in the interests of the rider that appreciates quality, we shall continue our policy of *perfection and protection* as a basis of success and satisfaction to all, and shall place our high-grade wheels at high-grade prices in 1895. Yours truly,

H. A. LOZIER & CO.



The Excelsior Needle Co.'s plant.

## EXCELSIOR SPOKES ARE GOOD SPOKES.

The spokes made by the Excelsior Needle Co., of

Torrington, Conn., are rapidly earning a name for themselves in the bicycle world. The process of cold swaging, to which these spokes are subjected, increases the tensile strength from 12 to 20 per cent. Speaking of their business the Excelsior people say:

"In our business as makers of machine needles it has long been an acknowledged fact that the process of cold swaging the blanks produced a much better needle than could be made by any other known method. Cold swaging the blade of the needle increased the strength, and also toughened the stock. The same effect we find is produced in the swaging of bicycle spokes, by actual tests on several different grades of wire, the process of cold swaging has been found, not only to increase the toughness of the wire, but at the same time has in all cases increased the tensile strength, the gain being from 12 to 20 per cent.

"This fact in itself would induce many makers of bicycles to favor swaged spokes, but when to this fact is added the more important one, that of having the spoke larger and stronger at the ends, so that in case of accident the breakage can be quickly and cheaply repaired, as in the case of double-butt cold-swaged spokes, then only difference in price can deter the bicycle manufacturer from using them. Swaging, unlike upsetting, leaves the wire at the ends as originally drawn, and reduces the center, whereas upsetting leaves the center of original size and increases size of ends, invariably injuring the stock, and leaving the spokes weakest where they should be strongest. We have added to our plant the very latest devices for testing wire, and no spokes are allowed to leave our factory except such as are found to be the best that can be produced from the class of wire called for. The wire furnished, unless otherwise ordered, is such as we have found by experience to be the best fitted for spokes, and is especially made for us. Every coil of wire is carefully tested, and unless same conforms to our standard it is returned to the wire mill."

J. Matlock, of the Simmons Hardware Co., St. Louis, is in Chicago.



## TRADE CHANGES.

WASHINGTON, D. C.—Gen. A. W. Greely, chief signal officer of the War Department, until November 15, is inviting proposals for furnishing the Signal Service six safety bicycles, solid tires, for use of sergeants in repairing military telegraph lines.

WASHINGTON, D. C.—Woodward & Lothrop has placed W. D. Hadger in charge of their bicycle department.

PATERSON, N. J.—The Bredder-Allen Cycle Co., reported as having placed chattel mortgage on record for \$472.

BRIDGEPORT, CONN.—Wilkinson & Manwarring, bicycles, reported as having dissolved.

QUINCY, MASS.—William M. Ripley, bicycles, reported as having placed chattel mortgage for \$800.

WACO, TEX.—W. D. Parker, bicycles, reported as having placed deed of trust on record.

ATLANTA, GA.—The Lowrey Hardware Co., hardware, bicycles, etc., Julius Dreyfus, secretary and treasurer, will dispose of his interests, and remove to New York City, for reasons connected with the health of his family.

PHILADELPHIA, PA.—The Modern Novelty Co., at 32 North Fifth Street, is placing on the market the Getty bicycle support, and are appointing agents in all of the leading cities.

BIRMINGHAM, ALA.—Birmingham Arms Co., succeeded by the Birmingham Arms & Cycle Co., R. H. Baugh, manager, has removed to larger quarters at 111 Twentieth Street. This company has added a complete line of sporting goods.

ST. PHILLIPS, LA.—V. Bronsard, bicycles, etc., succeeded by J. Marchaud.

DENVER, COLO.—Hedley Salmon, bicycles, will move into larger quarters at 821 Stout Street.

WILKES BARRE, PA.—Robert Johnston has opened a new bicycle repair shop at 21 North Franklin Street.

DENVER, COLO.—The George Mayer Hardware Co., 1714 to 1716 Lawrence Street, has opened a bicycle department, with George E. Mayer as manager.

DENVER, COLO.—A. L. Deane & Co., safes and locks, will take up bicycles, representing the Fenton, manufactured by the Fenton Metallic Mfg. Co.

AURORA, ILL.—A bicycle factory is to be established here, and the machine department of the Frazier Works is now actively engaged making the first lot. The weight of the wheel, turned out, is twenty-one pounds.

CHATTANOOGA, TENN.—Steffner & Sloane, general agents for Tennessee, Georgia, and Alabama, for the League Chainless Cycle Co., have opened quarters in the Times Building, removing from their old stand at 120 East Eighth Street. They have placed an order with the League Cycle Co. for 500 wheels next season.

INDIANAPOLIS, IND.—A bicycle factory, four stories high, 60x150 feet, is being erected on the grounds of the Northern Prison, and 150 convicts will be employed, at 42 cents a day, manufacturing bicycles. The machinery to be used is first-class in every particular. The parties interested are D. F. Allen, and D. A. Coulter, of Frankfort; and W. D. Hutchinson, Michigan City.

GENEVA, OHIO.—The Geneva Cycle Co., newly incorporated, has elected J. A. Carter, formerly with the Eagle Lock Co., of Terryville, Conn., president; Harry J. Turner, vice-president; C. I. Chamberlain, secretary and treasurer. The company's new plant will commence manufacturing early next month.

BROOKHAVEN, MISS.—J. O. Broadwee, hardware, sold half interest to W. E. Bradshaw. New style of the firm will be W. E. Bradshaw & Co., and bicycles will be taken up. Correspondence with cycle manufacturers is invited.

TOLEDO, OHIO.—Toledo Bicycle Works, successors to the Toledo Bicycle Co., manufacturers of the Dauntless, have recently put in three large pieces of machinery, and will add two more shortly. The company contemplate manufacturing 2,500 wheels during the coming season.

LEAVENWORTH, KAS.—James Swift, hardware, bicycles, etc., succeeded by Swift & Thompson.

CHATTANOOGA, TENN.—The Graham Cycle Co. removed to larger quarters in the Adams Block. This company is handsomely fitting up the place and says that it will have the largest and handsomest bicycle store in the south. The repairing department is to be more than doubled, and machinery put in to manufacture bicycles.

BELLEVILLE, ONT.—The Kingstone Vehicle Co., at director's meeting last week, decided to commence the manufacture of bicycles. Preparations will be made for turning out 1,000 bicycles during the next season.

WACO, TEX.—Edward Strauss, wholesale hardware, will take up bicycles, upon the completion of large brick store building now being erected. Correspondence invited with manufacturers of bicycles and bicycle sundries, looking to accepting agency.

NEW YORK, N. Y.—The Frasse Co., at 19 Warren Street, are putting on the market a complete outfit of tools, specially adapted to bicycle repairing.

## A PERFECT PROTECTION.

The Acme Protection Strip for double tube pneumatic tires is the best thing of the kind on the market. The strip is nothing more nor less than a strip of sheepskin treated chemically so that it resists all attempts to puncture it. The chemical treatment does not render the leather hard or make it so that it will take from the resiliency of the tire. A BEARINGS' man recently witnessed repeated tests of the puncture-proof device, and found it to withstand them successfully. A wheel fitted with the device was ridden repeatedly over a board filled with tacks, wire nails, and staples, without effect on the tire.

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The best and neatest oil can in the world. Does not leak. Regulates the supply of oil to a nicety. 25 cents each, handsomely nickel-plated.

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It is just the thing I have wanted for eight years. I. T. Wolfe, H. Indiana, Iowa.  
I have used your "Perfect" Pocket Oiler for years and have had no occasion to buy any pocket oiler since I got your device. S. Schell, H. Postville, N. Y., Newark, N. J.  
Your oiler deserves its name. C. M. FRIEDMAN, 1906 S. Union Ave., Stanton, Pa.  
I am much pleased with your "Perfect" Pocket Oiler that I have just sent you for another. I. D. AYLETT, P. O. Box 372 Birmingham, Ala.

STAR OILERS, 15c.

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## Just Like a Live Pony.

The Quadruped Novelty Co., of Canton, Ohio, are making the "riding horse tricycle," designed for children from three to twelve years of age. The height of the horse from the head is thirty-six inches; the body being stamped from sheet metal by special machinery is at once exceedingly light and strong, and the mechanism for operating it, simple and durable and not liable to derangement. The wheels are rubber-tired, securing its noiseless running; and the neck being pivoted to body, the rider guides his steed by drawing on the bridle-reins precisely as in the case of a real animal. The horse is propelled by the feet like the ordinary tricycle, and the legs responding to each revolution of the pedals reproduce the action of a horse in trotting with wonderful fidelity to life. In another part of the paper will be found an advertisement of the Quadruped Novelty Co., in which appears an illustration of the device.

## Your Choice on Columbias.

The coming together of the Dunlop people and the Pope Mfg. Co. upon the tire question will give the purchaser of a Columbia next year the option of the two tires which are each the head of their class. The Pope people do not believe that there is any faster or safer tire than their famous single-tube, but as there are still riders who favor tires of the double-tube construction they offer the Dunlop, whose performance has proved it superior to all the double-tube tires.

## THE WESTERN TRAIL

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# THE BEARINGS

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THE CYCLING AUTHORITY OF AMERICA



CHICAGO, NOVEMBER 2, 1894.

## TWO NOTCHES LOWER.

**Tyler Cuts 1 2-5 Seconds Off the Mile Record Held by Otto Ziegler—He Gets the Two-Mile Record.**

WALTHAM, MASS., Oct. 27.—Harry Tyler rode a mile with pacemakers from a flying start at the Waltham bicycle track today in 1:48<sup>3</sup>/<sub>4</sub>, capturing the world's record for the distance and under the conditions. From California to Massachusetts, clear across the country, the world's record for the mile goes from Otto Ziegler to Harry Tyler. Ziegler did 1:50 flat at Sacramento not ten days ago. Incidentally, Tyler made a new mark for the three-quarters, Haggarty and Williams made new world's tandem marks for the quarter, third, and mile, Gardiner and Bainbridge made a new world's record for the tandem three-quarters, and Porter made a new third and half, Class A, equaling the class quarter. In all, six world's and two Class A marks were changed. Tyler now holds both the flying and standing start paced and also the competition mile marks.

The difference in temperature between Boston and the Waltham Park was never more noticeable than today. At the park the sun beat down on the cement and the heat was reflected into the faces of the officials. The air was fairly warm, although rather chill in the shade and there was not a breath of wind stirring.

### Nothing Has Been Done At the Track

since last Monday on account of the very poor weather. Consequently, the men had all the slight advantage that the incline gave them. As they crossed the tape everybody stopped talking and watched the boys ride round the curve into the back. It was great going and Tyler was in his usual perfect form. Not a motion, not a swerve, nothing but a streak of flying bare legs and body hugging the wheel.

Down the back he skimmed along, and as he struck the curve his body leaned toward the center, and the procession swept round without the loss of a single second. At the tape the first tandem swung wide, and left Gardiner and Bainbridge to take him a fast third alone. They were equal to the task and carried him beautifully. A noticeable feature of Tyler's record work is the fact that his rear wheel never "creeps" on his pacers. That is, the same distance between the two wheels is always preserved. He rides with his front wheel about four inches outside the line of the rear tandem wheel, and by this means avoids a spill should he pump a bit too hard.

All was going well at the third, and the various handlers stationed round the track were urging him on with hoarse shouts and encouraging words, while his pacers were talking to him and to each other, striving to keep themselves and him up to concert pitch. As they went into the second third, the third tandem, ridden by George Smith and Eddie McDuffie, which had been held stationary by the quarters, was pushed off, and then began one of the cleverest pick-ups seen at Waltham this season, where clever pick-ups have been common. Eddie McDuffie gauged the speed, and

### When the Rider Came Into the Stretch

principals and pacers were feeling like race horses which have been shut up in the stables for a week.

Just as soon as his trainer Webb had finished with him, Tyler said he was anxious to make the attempt. He knew very well that there was only about 15 minutes more of the afternoon which would be in it for record work. The air was growing a bit cooler. Therefore, the pacing teams were ordered off their cots, where they were resting, swapping stories, and they got on to the tandems and limbered up by a few turns round the track.

Tyler came out soon after his pacers and looked slick and fit for his task. He circled a few times, smiled at the officials, who always have a pleasant word for the "most gentlemanly rider on the American track" and then said quietly that he would make his start on the next time round. At this there was a great scurrying of the "regulators." Billy Corcoran, than whom there is no better coroner going, went to his old place at the last turn, Sidwell, the manager, stayed at the tape, Webb stayed on the back, and "Bundles" Dumbleton was stationed at the first turn into the back.

### The Outfit Consisting of Two Tandems

the first ridden by Thatcher and Coleman, the second by Gardiner and Bainbridge, with Harry Tyler tacked on, began to go just before the last turn and climbed the banking so as to come down to the starting tape with

McDuffie and his tandem, was riding easily and far ahead of the flying record breaker. He seemed to be going too slow as the last pacer always does. But he rode just fast enough, judging the speed beautifully. On the turn he was even with the rider and for ten feet the two tandems and Tyler were bunched. Then it was seen that Gardiner and Bainbridge had begun to swing wide and as they all squared away for the tape the second time, the man was well tacked on and the Chicago boys sat up. McDuffie and Smith then realized that a great deal depended on them. Their work it was, too, which gave Tyler two records, both made in the last third mile. They tore over the tape again, with all hands yelling and shouting encouragement to the popular rider, and they were off for the last third.

It was fast, record, time, in fact. The timers were calm and unconcerned in the excitement. Every one of the 300 people watching the trial, got up and made all the noise he or she could when Tyler rushed over the tape, and jerked up his head and rested on his handle-bars.

And the world's record for the mile had been broken again at Waltham.

The intermediate times are as follows: Quarter :26<sup>1</sup>/<sub>4</sub>; third, :35; half, :53<sup>3</sup>/<sub>4</sub>; two-thirds, 1:12<sup>3</sup>/<sub>4</sub>; three-quarters, 1:21<sup>1</sup>/<sub>4</sub>; mile, 1:48<sup>3</sup>/<sub>4</sub>. Both the three-quarters and the mile are new marks. The best previous for the three-quarters was made by Johnson at the Waltham track in 1:22<sup>3</sup>/<sub>4</sub>. Zeigler did the mile in 1:50.

Haggarty and Porter then made

### Three New World's Records

for tandem, with pacemakers from a flying start. Their pacers were L. P. Callahan, Bert Howe, and A. F. Wisner on the triplet, and Porter and Peter McDuffie on another tandem. They were exceedingly well-paced, and the tandem pick-up was very well done. They were too fast for Porter and McDuffie on the last back, however, and sprinted home practically unpaced for a sixth.

Their times with the broken marks are as follows: Quarter, :26<sup>1</sup>/<sub>4</sub> (best previous, Banker brothers, at Hartford, :26<sup>3</sup>/<sub>4</sub>); third, :35<sup>3</sup>/<sub>4</sub> (best previous, :35<sup>3</sup>/<sub>4</sub>, Mayo and Saunders, at Waltham); half, :54<sup>1</sup>/<sub>4</sub>; two-thirds, 1:13<sup>3</sup>/<sub>4</sub>; three-quarters, not taken; mile, 1:52<sup>3</sup>/<sub>4</sub> (best previous, 1:52<sup>3</sup>/<sub>4</sub>, made by "Dute" Cabanne and Fred Titus at Minneapolis in August).

Gardiner and Bainbridge then tried to do the same thing with Thatcher and Coleman and Smith and McDuffie as pacers, but did not succeed in getting anything by the three-quarter mark. They were <sup>3</sup>/<sub>4</sub> seconds under the other time at the two-thirds and rode the last third without pacing. Their time for the three-quarters was 1:23<sup>3</sup>/<sub>4</sub> (best previous 1:25, made by Cabanne and Titus at Minneapolis in August).

Porter then came out to go against his own Class A records for the half and intermediate distances. He was paced by the triplet with the same riders, and Haggarty and Williams on a tandem. He equaled his own time of :26<sup>3</sup>/<sub>4</sub> for the quarter, did the third in :35 against :35<sup>3</sup>/<sub>4</sub>, and the half in :54 against :55, both his own times.

This ended the work for the day. The officials in charge were J. C. Kerrison, referee; John Cummings, starter; C. H. Metz, W. C. Sanger, and F. H. Emerson, timers; A. K. Peck, C. H. Lincoln, and G. L. Sullivan, judges.

## SLOWER THAN THE STANDING RECORD.

WALTHAM, MASS., Oct. 29.—At the track here today Harry Tyler made a new world's mark for two miles, with pacers from a flying start. Owing to the strong wind and the other untoward weather conditions, he did not succeed in doing the distance in lower time than the standing two miles, with pacers, which mark at 4:03 he also holds. He did what he started to do in 4:04.

Arthur W. Porter also created a new Class A record for the mile, with pacers from a standing start, going the distance in 2:00 flat.

Considering the very cold afternoon, both of these marks were remarkable. Tyler was very well paced, and all three pick-ups were well done, losing no time and making no botches.

The times were as follows: Quarter, :29<sup>1</sup>/<sub>4</sub>; third, :38<sup>3</sup>/<sub>4</sub>; half, :58<sup>1</sup>/<sub>4</sub>; two-thirds, 1:19<sup>3</sup>/<sub>4</sub>; three-quarters, 1:29; mile, 1:59<sup>3</sup>/<sub>4</sub>; mile and quarter, 2:31<sup>1</sup>/<sub>4</sub>; mile and third, 2:41<sup>1</sup>/<sub>4</sub>; mile and half, 3:01<sup>3</sup>/<sub>4</sub>; mile and two-thirds, 3:21<sup>3</sup>/<sub>4</sub>; mile and three-quarters, 3:31<sup>1</sup>/<sub>4</sub>; two miles, 4:04.

The best previous flying start two miles with pacers was made by Nat Butler at Springfield in 4:04<sup>3</sup>/<sub>4</sub>.



## A RUINED LIFE.

**Reckless Driving Maims Cycliste Myrtle Hopkins For Life—Run Over by a Tandem Team—She May Die—A Chance For Wheelmen to Show Their Charity.**

In all Chicago there was none who was more devoted to cycling than pretty Myrtle Hopkins. To be sure she did not own a wheel but that was only because she could not spare the money for its purchase from her slender purse. An orphan with her own living to make, and a younger sister to assist, she found it hard to save enough to occasionally rent a wheel for a spin over the boulevards and through the parks that would bring back the color to her cheeks, let alone buying one. Nevertheless her trim figure was occasionally seen on a wheel.

But Myrtle is not riding today, nor will she ever ride again. Beneath the white sheets of a little iron bed in a ward in one of the charity hospitals of the city, she lies hovering between life and death, now pale and lifeless, now writhing in direst anguish, and calling on her Maker to release her from her sufferings, now raving in wild delirium and piteously calling for help. She may live and she may not. If she does she will be a cripple for life, a cripple incapable of earning the living for which she struggled hard enough before. It is a question whether it were better for her to live or die—a question for a merciful God to decide.

It was on the afternoon of Sunday, September 23, that she was riding in company with Frank Allison, from whom she had often rented wheels. They were just entering Washington Park from Fifty-fifth Street. Suddenly she heard a team of horses coming upon her, and turning, saw the leader of a tandem pair coming rapidly, and but a few feet away. In the tandem cart was a fashionably dressed trio, man, woman, and child. The man was W. H. Wells, and he was handling the reins.

Miss Hopkins uttered a scream and called to the driver to look out or he would run over her.

The fellow paid no attention. Suddenly the lead horse passed her, still at full speed. The second horse struck her pedal, knocking her from the wheel. Miss Hopkins fell toward the horse, and her wheel was thrown out of harm's way. She was thrown under the wheels of the cart, which ran completely over her body, crushing one leg and shoving one of her corset steels into her spine, cutting a gash four inches long, two inches deep. Her clothes were torn into tatters, and her body was otherwise mangled.

The team was brought to a halt fifteen yards away, but the park policemen, who came up after the accident, allowed the driver to proceed after getting his name. Wells did not deign to look back to see how seriously his victim was injured.

The girl arose and blindly stumbled to the grass beside the roadway, where she fainted. Mr. Allison, her escort, had all he could do to attend to his charge. Two park police officers, who stood near by, made no effort to aid the injured girl, around whom a crowd had gathered.

After nearly two hours' of waiting, one of the crowd was finally induced to call a couple of the Hyde Park police. In an ambulance she was carried to Mercy Hospital, thence to a private house and from there to a private hospital.

Mr. Allison called at Wells' office and asked him if he would do any thing for the girl. The reply was, "No! decidedly no!"

When informed of this fact the girl tried to commit suicide. She was terribly injured. The corset steel had entered her spine and paralyzed her injured limb and the doctors said amputation might be necessary to save her life. Another and more delicate operation must be performed.

When a Chicago *Dispatch* reporter called upon Wells in regard to the matter, the man is said to have waxed warm in his denunciation of the unfortunate girl. He is quoted as having said it was an outrage that W. H. Wells, president of the Turmeley Electric Co., should be accused of being the cause of Miss Hopkin's trouble. What right had she, a poor girl, riding a bicycle on the same street with his tandem.

When asked if his team ran over the girl he said, "Well, I guess it did. The fact is, one of my horses is afraid of bicycles and the other, I did not know, being a strange horse. But the point is, why should the girl be riding on the street? I am not to blame if my tandem ran over her and I do not intend to bother my head about her. I am sorry for her trouble but it is her own fault." When the reporter sought to argue with him he declared the interview at an end.

"I don't care for the girl," said he, "and that's all there is about it."

The *Dispatch* account of the accident aroused a storm of wrath in the breasts of the wheelmen of the city. A BEARINGS' man sought out Mr. Allison and the reporter who wrote the account of the accident, and the above is the story as told by them. Mr. Wells was then interviewed. He had evidently consulted his lawyers and when THE BEARINGS' man made himself known, Wells expressed his great pleasure at receiving a call and offered to tell all he knew about the case. He reiterated the statement that his leader was afraid of bicycles and that he did not know anything about the wheel horse. He declared that the accident was due to Miss Hopkin's own carelessness.

In reply to a question he said that he had not been to see the young lady since the accident, had made no inquiries about her and had done nothing to aid her. He said that Mr. Allison had promised to keep him posted and tell him if there was anything that could be done for her. Allison flatly denies this. He says that Wells made the statement that he would have nothing to do with the case, that it was the girl's own fault if she was injured and he would not bother himself about her.

Wells was informed that his conduct had awakened indignation among the wheelmen of the city and that in all probability the case would be taken in hand by the Associated Cycling Clubs. He assured the BEARINGS' man that such a course was quite unnecessary as he was willing to do "whatever any gentleman would do." Just what this amounts to he did not say.

It will doubtless be good policy for him, unless he can prove that the accident was really the fault of Miss Hopkins, which looks very doubtful from all the information which we have been able to obtain, to speedily make all the reparation in his power. The question will come up at the next meeting of the Associated Cycling Clubs, and judging from the opinions expressed by a number of the delegates it is more than probable that they will not only make every effort to assist the unfortunate girl, but will endeavor to get Wells put behind the bars for such a period as will make him realize that even a penniless girl riding a bicycle has some rights that the president of an electric company behind his tandem team is bound to respect.

In the meantime the girl is literally depending on charity. She needs the most careful nursing and many things that will take money. She has none. It now remains to be seen if the wheelmen who are liable at any time to be run down as she was are willing to reach down in their pockets to help her. THE BEARINGS will start a subscription with \$25 and will receive and acknowledge in its columns all contributions received, and will see that they are used for the benefit of Miss Hopkins to the best advantage.

## SENSATION IN LOUISVILLE.

LOUISVILLE, KY., Oct. 29.—In the southern part of the city, near the House of Refuge, lives a family, very well known to many of the local readers of THE BEARINGS. The mother of the family is as enthusiastic a rider as the two grown daughters; but unfortunately for the peace of the family there are only two wheels for the three ladies. The young ladies are devotees to the rational-dress question, but on account of their financial conditions are only able to afford one pair of bloomers, which do duty for both sisters, each taking her turn in wearing them. One night last week one of the young ladies had an engagement to attend the theater, so the other sister and the mother prepared to have a good time on the boulevard. Both of them were riding for the edification of the residents who happened to be out on the street looking at the Bugle corps practicing for the parade. The mother would ride around showing how well she could ride, and then the daughter would do the same, but it seems that the daughter would attract the most attention. This roused the jealousy of the mamma, so she waited under the electric lights to see what her daughter was doing that attracted the attention of everybody. She saw it and in 2 minutes there were two riders less on that street. The young lady was not quite as heavy in weight as her sister and had noticed that the heavier one's form looked better in the bloomers than her light and thin form did, so she had made some pads for her lower limbs, and the pads were very large ones too. In showing her riding abilities before the spectators she had jumped on and off so much that she had disarranged the pads and they were now on the front part of her lower limbs, giving her a very grotesque appearance. Of course the small boy was in evidence and had to call the attention of all who had not noticed it before, and then some one went home sadder but wiser than before, and thinking that

### Nature Is a Great Deal Better Than Art.

With the appearance of the early finish of the new track local riders are training constantly for a trial of it and the management are receiving daily applications for permission to make attempts to break existing records, one party even going so far as to state that he wants to go against the 1:50 for the mile. He has never done better than a mile in 2:40.

On the authority of one of the directors of the association it is announced that B. W. Twyman will attempt to make a 100-mile record on November 18, which falls on Sunday, application has been made for a sanction for it and the other events noted in the following: On Wednesday, November 21, Mr. Twyman will start for a 24-hour trial; Saturday, November 24, there will be a meet for local riders, i. e., residents of Louisville, New Albany, and Jeffersonville. There will be five races in all, all Class A, as there are no Class B riders here.

Cecil Fraser, the engineer in charge of the new track here, has been studying the existing bicycle tracks and claims that the underlying system is not correct. He has a theory that he would like to see put in operation and thinks that he can make it a success if he could put it to a practical test. If there is any one who is interested in such a matter he would be glad to correspond with them. His idea is not very much different from the present form of building, but if his plan will show up as well in reality as it does on paper some one will get a record-breaking track at no advance over the cost of these now in use.

For the first time in the knowledge of any one the dealers in this city are pulling together. They are working like beavers for the success of the carnival to take place next month, in celebration of the opening of the last link in the boulevard leading to the largest park in the park system. There are eight regular retail dealers and each has been assigned to a division in the parade. Of course each will want to make a show for his own credit, as well as for the credit of the parade. In that way they are giving it the attention it would not receive under other circumstances.

John Backus, ex-Dark Secret to Zimmerman, is training the Italian racer Buni. He intends to remain in Italy indefinitely.



## JOHNSON'S UNPACED MILE.

**The Record-Breaker Does 1:57 4-5 on the Straightaway Course at Buffalo—Attempts on Other Records.**

BUFFALO, Oct. 30.—But one really meritorious feat has been performed by the Stearns team since the great mile last Wednesday, and that was Johnny Johnson's noteworthy feat of going an unpaced mile in 1:57 4-5 today. The reason of the failure to do more was owing to a run of hard luck, and also to a lack of good sound sense. The course over which all the trials have taken place is located a half mile beyond the city line, and about 7 1/2 miles from the heart of the city. A neat little hotel with ample accommodations is located right at the city line, and instead of quartering the men right on the spot, and sending them for fast quarters and halves every morning, so as to get into the best possible shape, the team was located at one of the hotels in the business portion of the town. Now a city like Buffalo,

and it kicked as hard as a lumber cart. Louis Callahan, Charley Murphy, and Kennedy were up, but they could not get under :30 1/4. Johnny had a dead cinch at that clip, and in the last 200 yards he jumped ahead of the machine, and was about three lengths to the good at the tape. The next trial was with a tandem up as a pacemaker. Mayo and Saunders handled the double, but were not accustomed to the Stearns double steerer. They, however, pulled Johnny out in :27 3/4, and again the boy outsprinted the pacemakers in the stretch. These trials were unsuccessful on account of a heavy cross wind and slow pacemaking. Eck then decided upon a third trial, and laid out a quarter on a similarly paved cross street, so that the men had the wind at their backs. Louis Callahan and Charley Murphy were up this time. The best they could do was :25 3/4. Johnny did not jump out soon enough at the finish, and crossed the tape a dead heat with the double. The time would have been faster, but just as Murphy, on the rear seat, got down to work his handle-bars loosened.

### He Grabbed Callahan's Shirt

and used that as a makeshift, but his kicking power was of course considerably reduced.

On Saturday the tandem and triplet only went for records. Mayo and



O. P. BERNHART

with numberless places of amusement, is certainly not the best training ground for a team of racing men bent on breaking records, even if they are only straightaways. Johnson and his mates when they arrived in Buffalo a week ago Saturday were in pretty fair condition for fast work, but 'tis safe to say that after the week's loaf in town none of them is as fast by 5 seconds as when they arrived here. Johnson himself admits that it is impossible to keep in shape with the small amount of work being done, and while he is in much better condition than any of the others, even he is capable of doing faster work than he has been doing on the course, not even excepting the phenomenal mile of 1:35 3/4 made last Wednesday. Hard luck has also played a conspicuous part in the trials. The brick boulevard, while lightning fast, has played the very mischief with light tires and chains, and not a day has gone by without several breakages of chains and tire explosions.

### The Tough Luck Began

last Thursday. Johnny was billed to go against his own record made the day before. The wind was blowing stiffly from the east, right across the track, and the conditions were not favorable for the trial, especially so since the boys had been out all the night before celebrating over the great performance. Nevertheless, he was to go behind the quad. Before they got away, however, the rear tire of the big machine gave up the ghost. A big crowd was present, and Eck decided to send the boy an unpaced mile. Johnny did not want to go, but finally started. He cut the quarter in :29, the middle half in 1:05 3/4, and the last quarter in :36 3/4, going the mile in 2:11 1/4. Johnson could have gone in 2:07 easily, but did not feel like it.

On Friday he made three unsuccessful attempts at the quarter-mile running record of :21 1/4, held by Bob Wade. The quad again went to pieces, but the triplet having arrived in the morning, that was used for pacing. The chains on the machine were stretched dead tight, however,



F. B. RIGBY

Saunders were the first to go. They were paced by the triplet for the three-quarters, when the big machine swung out, and let the kids go it alone to the finish. They let out right from the start and cut the quarter in :24 3/4, the half in :50 3/4, and the last half in :58 1/4; the time for the mile being 1:49.

As usual, the prearranged programme was not adhered to in today's performances. It was first announced that the quarter and half mile running records would be attacked by Johnson. Upon arriving at the start, however, it was seen that the conditions were just right for a rattling good unpaced mile. A stiff wind was blowing from the south toward Tonawanda, and the atmosphere, while heavy and cloudy, was comparatively warm. Johnson first took a warming-up spin over the course and then back toward the city for the start. He was cutting a good clip as he crossed, and let himself out to the first quarter, which must have been covered in about 27 seconds. After leaving the initial quarter, he settled down to a steady sprint, cutting the half in :55 3/4. He rode close to the car tracks in the middle of the road and went pretty steady. He reached the third quarter in :30 3/4, and

### Slacked Up Half Way on the Last Quarter

to make the final jump. Coming home in the last 300 yards he again went for all that was in him, and covered the last quarter in :31 1/4, going the mile in 1:57 4-5. He maintained an even clip the entire distance, and the performance is a good criterion of the difference between a straightaway and a circular course.



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GEO. K. BARRETT, EDITOR.

## IT IS TIME FOR ACTION.

Chicago cycledom has been startled by what appears from the preponderance of evidence at hand to be one of the most brutal, inexcusable, and cowardly outrages that was ever suffered by a cyclist at the hands of a "road-hog." Eighteen-year-old Myrtle Hopkins was run down more than a month ago by the driver of a fashionable tandem team of horses hitched to a cart. She was run down and run over and the vital spark all but extinguished. If she lives she will be a cripple for life, be robbed of the vital functions. She will be a burden to herself, an object of charity, a pitiable inhabitant of a sphere in which her power for usefulness has been taken away, her capacity for enjoying life snatched from her. In the meantime the man who ran her down sits complacently in his comfortable office, and tells one reporter that the girl had no business on the same street with his tandem, and tells another, after he has become alarmed at the outcry that his atrocious deed has awakened, that he is a very busy man, that he could not find time from his business to make an inquiry as to whether she lived or not; that he is a man who suffers very much; is threatened with nervous prostration, and makes that an excuse for failing to ask whether his penniless victim could find a bed on which to lay her mangled form; says that he thought he ran over only her limbs.

Only!

Those limbs will never again move in rhythmic circles following the pedals of her wheel.

No wonder he is threatened with nervous prostration. Little Myrtle may die and then there might be people rude enough to call his act murder.

There might be a jury hard-hearted enough to consign President Wells, of the Turmev Electric Co., to jail for the balance of his life for a little thing like refusing to stop his stylish rig just because a working girl on a bicycle happened to be in his way.

There may be men with little money, perhaps, but hearts that are not carved out of marble who do not view the occurrence as lightly as does the president of the electric company, men who think that the life of the poor working girl is as precious in the eyes of her Maker, as that of a corporation president, who think that laws were made for the poor as well as the rich, who have sisters, sweethearts, and daughters whom they do not care to have brought home crippled for life, men who dare stand up and say what they think.

If such there be we want to hear from them.

The victim of this accident lies at a charity hospital, without a cent to buy her the veriest necessities, to say nothing of the comforts that she should have. Of course the president of the electric company says that he will do "whatever a gentleman should do." Up to the present time he has felt sorry. If that is what a gentleman should do we want to hear from those who will do what *men* should do.

We want to hear from those wheelmen who will deny themselves their daily smoke for a while that Myrtle Hopkins may have a few comforts that will make her life just a little more bearable.

We want her to know that the wheelmen of this country are men of feeling and generosity.

We do not want a repetition of the scene that followed the announcement to her that the president of the electric company would do "nothing, abso-

lutely nothing" for her. We do not want her again to seize a bottle of chloroform in an attempt to end the misery of her life.

We are prepared to receive and acknowledge through the columns of THE BEARINGS all contributions that may be made for her and to see that they are used to the best advantage.

We expect to hear from men.

## THE WHEELMEN'S CHANCE.

Next Tuesday is election day. For the first time in the history of cycling in Chicago the wheelmen have been called on to vote for a wheelman, indorsed by wheelmen. It is a case of a "show down" on the part of the cycling fraternity. Every effort has been made by a few cyclists who were impelled by, we know not what motives, to induce him to withdraw. The efforts were made in vain. He was indorsed by the delegates of the Associated Cycling Clubs, and indorsed unanimously, indorsed by a body that is, perhaps, the most powerful local cycling organization in the country. They have been asked to withdraw their indorsement, and refused peremptorily. They believe that the time has come when the wheelmen should make their strength felt.

All sorts of misleading and false stories have been circulated. All sorts of quibbles have been made by the soreheads. We do not intend to reply to them in detail. In a general way we can say, as Treasurer Brewster, of the League of American Wheelmen, said, that it does not matter how the candidate got on the ticket or what may be thought of him as an individual, that it is a duty that every wheelman owes to himself to support the candidate and to work for him vigorously.

We have been met with the argument that a vote for Van Sicklen for county treasurer is a vote thrown away. It is not. It is no more a vote thrown away than a vote for any other man is a vote thrown away. The sole object of the wheelmen's campaign is to demonstrate that the wheelmen have the strength to elect or defeat any candidate of the "big parties" if he is an enemy of cycling or will not listen to all proper demands of the wheelmen. It does not take a big vote in Chicago to throw the decision one way or another. With a demonstrated power to do this the wheelmen need have no fear but what they will receive their just deserts.

We will not argue with those who say that the putting forward of a wheelman's candidate was premature, or was ill-advised. The time for argument is passed. We are confronted with a fact. The wheelmen's candidate is on the ticket, and the wheelman voter has the choice of casting a ballot that means something for the cause of cycling, or a ballot that will, in truth, be thrown away as far as the most vital question to cyclists is concerned.

A vote for Van Sicklen is a vote for cycling.

## Sanger Leaves Waltham.

Walter Sanger left Waltham November 1. His plans after that time are rather unsettled. Sanger's contract with the Union company expired on the first. It is a bit disappointing to the many friends of the big fellow that he should not have had the chance for the records. These Sanger may yet go after, it is rumored, under other auspices. Some days ago George C. Smith and Eddie McDuffie were working out and Sanger followed them a half in :53½, which he declared "dead easy." The big fellow says that this is the fastest tandem team yet seen. Smith and McDuffie have been together but a few days. Coleman and Thatcher is another fast tandem team now at Waltham.

## Scared the Natives.

While some Chicago cyclists were in a hotel in Goshen early last week one of those "take-it-easys," found around towns of this size, and generally around the hotels, regaled them with a graphic story of this style: "You'd oughter seen the feller that come in here tother day. He came boundin' in that door. The feller had a big gun fastened at his belt. He had on a slouch hat, and wore great goggles. I tell you he looked fierce."

His listeners thought it was surely a road agent or robber of some sort, but were deceived, for the man continued: "He rushed up to the desk, pulled a card from his pocket, asked the clerk to sign it, and then dropped it in yonder box. He was one of those record-breaking beecyclists."

It was Wolfe on his great ride from Chicago to Cleveland, in 45½ hours without sleep, to make New York in his scheduled six days.

As a parting shot the Cleveland team took three more records at Decatur on Wednesday. L. D. Cabanne, the St. Louisan, rode a flying half in :52, breaking :52½, by Tyler, and Brown a flying third in :33½, also taking a Tyler record of :33½. Both were paced, and had a flying start. Rigby and L. C. Johnson rode an unpaced tandem quarter in :24, breaking :24½.

A. I. Brown rode a flying third at Decatur last Tuesday in :34½. This is record.

E. C. Bald has ridden a mile in 1:57 in practice at Springfield, where he is preparing for a record-breaking trip to a warmer clime.



## A SECOND WALTHAM.

**Boston Planning for Another Record-Breaking Track—The National Meet of 1895.**

BOSTON, Oct. 29.—Boston is to have another cycle track. The rumors and hints that have been flying around all the season have at last crystallized in the shape of plans drawn up and accepted by the promoters.

All during the months that are just now drawing to a close, Boston cycledom has been interested and mystified by rumors to the effect that a brand-new cycle track, very near the heart of the city, would be built, and in condition to race on before next season. I have seen the plans for the new track. It is an exact copy of the Waltham track as regards laps, being a three-lap, and with the same spread of the oval. That is to say the length of the interior and the width of the oval are identical. The homestretch will be fifty feet wide, the curves thirty-five feet, and the back forty feet. The surface will be metalithic, which has proved so fast and so successful at the Waltham track, and the maximum amount of banking will be seven feet at the top of the turns. The smallest amount of banking will be two feet at the lowest point of the stretches.

The grand stands will eclipse anything ever seen in this part of the country and will hold 10,000 people, exclusive of bleachers. The training quarters are to be models. There will be several apartments, each capable of looking after half a dozen men. Then there will be a large plunge bath,

fight about to take place for the 1894 meet. New Jersey was more anxious that this should be done than Denver, because some eastern strength might go to Boston if Boston stayed in, which naturally would go to Asbury Park if Boston dropped out. However that may be, it was understood that I should do what I could toward accomplishing that purpose.

At the dinner table were Messrs. Crowther, Henry Hodges, C. W. Fourdrinier, and several others. I lit into you giving Boston the "old Harry" for interfering in the fight, illustrating by saying that it was like the interference of a third party in a fight between two equally matched men; that Denver and Asbury Park had long been the recognized applicants and Boston's late action could not be justified by fair-minded people. Crowther, Hodges, and Fourdrinier and the others agreed that this was true. You, however, took a different view of it. I then made the suggestion that you ought to drop out and wait for the '95 meet. My recollection is that matters were not settled then but that you deferred any action, or perhaps that nothing was agreed upon, until afterward when I had another talk with you. However that may be, Boston's application for the meet was treated as bona-fide—was so regarded by me and so regarded by Asbury Park, and Denver, and subsequently was agreed between the several representatives that Boston's application should be presented and then withdrawn; that she should then remain neutral; that I should make the motion that it be the sense of that assembly that the 1895 meet go to Boston; that Mr. Holmes on the part of Asbury Park should second the motion and Mr. Block on the part of Denver should speak to it if necessary.

I do not like to charge bad faith on the part of any one but do believe that New Jersey's present position is not the strictly honorable one. She made an agreement, which no matter how it hurts she should stick to and I hope she will.

Very truly yours, W. W. WATTS.



with needle and shower baths, in fact, everything and all that the fancy of the most fastidious racing man could suggest will be in use here.

### The Exact Location Has Not Yet Been Given Out,

but it is said that it will be situated within five miles of the Boston City Hall, on one line of steam railroad and on two electric car lines. The men behind it are variously named. One rumor has it that the biggest bicycle manufacturer in the country has a hand in it. But all the names mentioned are those of men whose very names are synonyms of financial standing and almost unlimited capital.

Work will be begun before the snow flies and it will be ready for racing when the new season opens next year.

Asbury Park seems to be acquiring a paucity of friends on account of her attitude in the Boston agreement. W. W. Watts is out now with a letter, which is very interesting reading, in which he says that he thinks Asbury is a little off. It is written to Spencer T. Williams, who made the deal on the part of Boston, and is as follows:

It is with no little regret that I have to answer your letter and take sides against New Jersey. That division stood nobly by the south in her fight for the color line and there are but few things I would not do to reciprocate for past favors. One of these few things is to say that she is right in making a fight against Boston for the meet of '95.

You will remember that it was at the dinner table at the Galt House on Sunday preceding the assembly here when this matter was first broached between you and me. Previously thereto I had talks with the representatives of the two places, and had said that perhaps something might be done toward drawing Boston off in the

That name Watts suggests something that I have heard several mentions of in this town in the past month. They do say that some one will offer an amendment to the convention nullifying the amendment passed last year which keeps the colored man out of the L. A. W.

In other words, that word "white" will be stricken out of the constitution and by-laws if this amendment goes through. That is what they do say now. Those who have spoken of it say that the passage of the amendment last year has done the L. A. W. not a bit of good. The large increase in southern membership has not materialized at all. Nobody thinks for a moment that the south was not sincere in its promises of that 5,000 members, but the fact remains that they are not at present members of the League of American Wheelmen.

Massachusetts politics are not very lively this year. There is hardly any issue. In fact the only one that is up at all is the proposal to take away the appropriations from the chief consul and the secretary-treasurer and putting the two sums together, possibly add a bit to it, and hire a clerk with regular office hours, who shall have regular headquarters, where he may be found on certain hours of the day.

### As the Custom Is at Present,

the chief consul gets \$400, and the secretary-treasurer gets \$500 for necessary expenses. These appropriations are applied to the actual expenses of the two officers. It is said to be the belief of the incoming chief consul, Sterling Elliott, against whom there is no opposition candidate, that these two appropriations should be taken away. He believes that the offices should



be purely honorary, with a clerk to do the joint work of the two offices. It is said that a strong effort will be made to bring this about after the election, which commences November 1. The ballots will go out the first of the month, and under the new election rules of the state, the polls will be open but ten days. This is ample time for all. There are but six independent nominations on the ticket, or nominations made by other parties than the nominating committee. These are A. B. Cooper, W. S. Atwell, W. G. Kendall, J. J. Fecitt, N. W. Starbird, and George W. Dornette. All these nominations, but that of Mr. Starbird, are regular "independent" nominations made by ten members of the division. Mr. Starbird's is made by the Malden Bicycle Club at a regular meeting of the club.

There are now thirty-two names of representatives on the ticket, and but twenty-six to be chosen. This is much better than last year, however, when there were forty more names, seventy-two in all. The impression is that there will be

#### A Very Small Vote Cast This Year

as there always is when no issue of importance is raised. The knowing ones say that not over 1,000 votes will be cast in all. The returning board of ten members will be thankful enough for that.

At one time there was an incipient indication of an opposition against the present incumbent for secretary-treasurer, C. S. Howard. Alonzo D. Peck was approached on the subject of running for the position, but declined with thanks. It is said that "there are others," but whether or not that is true, is not definitely known.

Now that Mr. Raymond has put himself out of the question by going into the trade, the slate makers are busily at work again on the presidential question. I do not think that Mr. Perkins has aspirations that way this year. I heard the other day that Mr. Willison had had a revival of interest since it was announced that Mr. Raymond was out of it, and was, perhaps, desirous of running for the position of presidency. At least that is what one of the best known men in Maryland says.

We still believe in this state for Henry W. Robinson for chairman of the next year's racing board, and there could be no better one found in the land. With the amendment through, requiring race promoters to pay for their sanctions and other favors which they now receive from the racing board, a suitable salary would be provided for the chairman, without which it would be

folly to ask a man to work longer, no matter whom he happened to be. By the way, Mr. Robinson had this to say on the subject of

#### That Fast Johnson Straightaway Mile:

"I do not see how the Board can accept that as a record. The rules say distinctly that records must be made on a track.

"This was acknowledgedly made on a road. The Board can not construe the record any other way, so far as I can see. Of course it may be surveyed eighteen inches from one side of the road, but even then it would be a road and not a track. There is no curb to a road. The track rules require it. Again, the rules say that three watches must be held on the mile and the intermediate distances if they are to be claimed. According to the press reports, which seem credible, different timers were at each mark, as of course they would have to be in a mile straightaway. The stories say also that the times were taken electrically. The racing rules require that three men shall hold three watches. I do not doubt that Johnson did what he is said to have done and that he wheeled a mile in 1:35 $\frac{1}{2}$ , but if he claims it as a record, I do not see how the Racing Board can possibly accept it.

The prospects are for decent weather now for a while, and we are in hopes to see Nat Butler go for the hour mark some good day next week and capture it. Tyler and Sanger, with the pacers and handlers, are all there. There is considerable surmise being indulged in as to the real reason which is

#### The Secret of Sanger's Being Still Kept in Training.

Some of the gossips say that he is dickering with another house to go for records for them later. Others say that he will have a go at the marks for the Union people himself, and still others say that he is keeping in condition for the professional and amateur mixed tournament, which opens in

New York Thanksgiving week. However that may be, he is certainly in the pink of condition, and many believe that he can give cards and spades to all the other record seekers in the field today, and then beat them all hollow.

A funny thing happened in connection with the "big un" the other afternoon at Waltham. He was timing the record-competition mile. Jack Kerrison stood just at the foot of the judges' stand, and knowing, but forgetting for the moment that Sanger was anywhere near, said: "By jiminy! McDuffie hung on to Tyler a great deal better than Sanger did on to Bald at Springfield."

"What's that?" came a deep growl from the judges' stand, and poor "Kerry" dropped dead. It amused Sanger so that he laughed loud enough to be heard a mile away.

Just another Sanger incident. At Manager Bradstreet's last racing meeting of the season a would-be funny man in the audience "jollied" Sanger, and asked him why he did not ride the match race against Johnson. He then shouted that Sanger was afraid of Johnson, and otherwise made a fool of himself, and insulted Sanger.

#### The Big Fellow Did Not Say a Word,

but he took a good look at the funny man. Some days after that he met him on the street in Waltham. The funny man has lost all his humorous qualities, they say. A meeting of the executive board of the 100-mile road race was held the other day, to listen to any protests that might be entered. Mugridge, who won third place, was disqualified on his own admission that he had ridden three miles in a wagon, and the order announced by the board is as follows: Burns Pierce, first; C. F. Glover, second; J. Gatenby,

third; F. Werner, fourth; F. Berquist, fifth; E. G. Merrill, sixth; J. H. Shialjian, seventh; C. F. Williams, eighth; A. C. Dodge, ninth; S. L. Doucette, tenth; J. W. Butler, eleventh; J. J. Walsh, twelfth; C. S. Vinton, thirteenth; F. Parkhurst, fourteenth; S. E. Hall, fifteenth; H. Hanson, sixteenth; P. J. Styffe, seventeenth; A. A. McLean, eighteenth; R. W. Boyd, nineteenth; F. A. Landry, twentieth; A. Speirs, twenty-first.



THE CLEVELAND RACING TEAM.

O. P. BERNHART. G. H. APP. CHAS. CULVER. W. F. HOYT, MANAGER. W. E. MORGAN. L. C. JOHNSON.  
R. F. GOETZ. J. W. COBURN. E. E. ANDERSON. F. B. RIGBY.  
A. I. BROWN. L. D. CABANNE.

#### THE CLEVELAND TEAM.

Sunday records will not be allowed but, like Zimmie, Cabanne says he doesn't care, people will recognize his as the fastest time. On last Sunday Cabanne covered

a quarter-mile, unpaced, in the phenomenal time of :25 flat. This is just  $\frac{1}{2}$  of a second faster than Ziegler.

Frank Rigby and L. C. Johnson, one of the tandem teams, covered a quarter in the fast time of :23 flat, and Bernhardt and Goetz, a tandem third in :31 $\frac{1}{2}$ , both very speedy. The quarter is at a rate of 1:32, and third at a rate of 1:35 to the mile and the Cleveland team has two more tandem teams that are about as fast. Such work as this with Cabanne, Brown, and the tandem teams will surely give them the prestige needed for a southern trip. H. A. Lozier & Co. have the team at these northern tracks for practice and in order to gauge their ability. They are thinking strongly of sending them south.

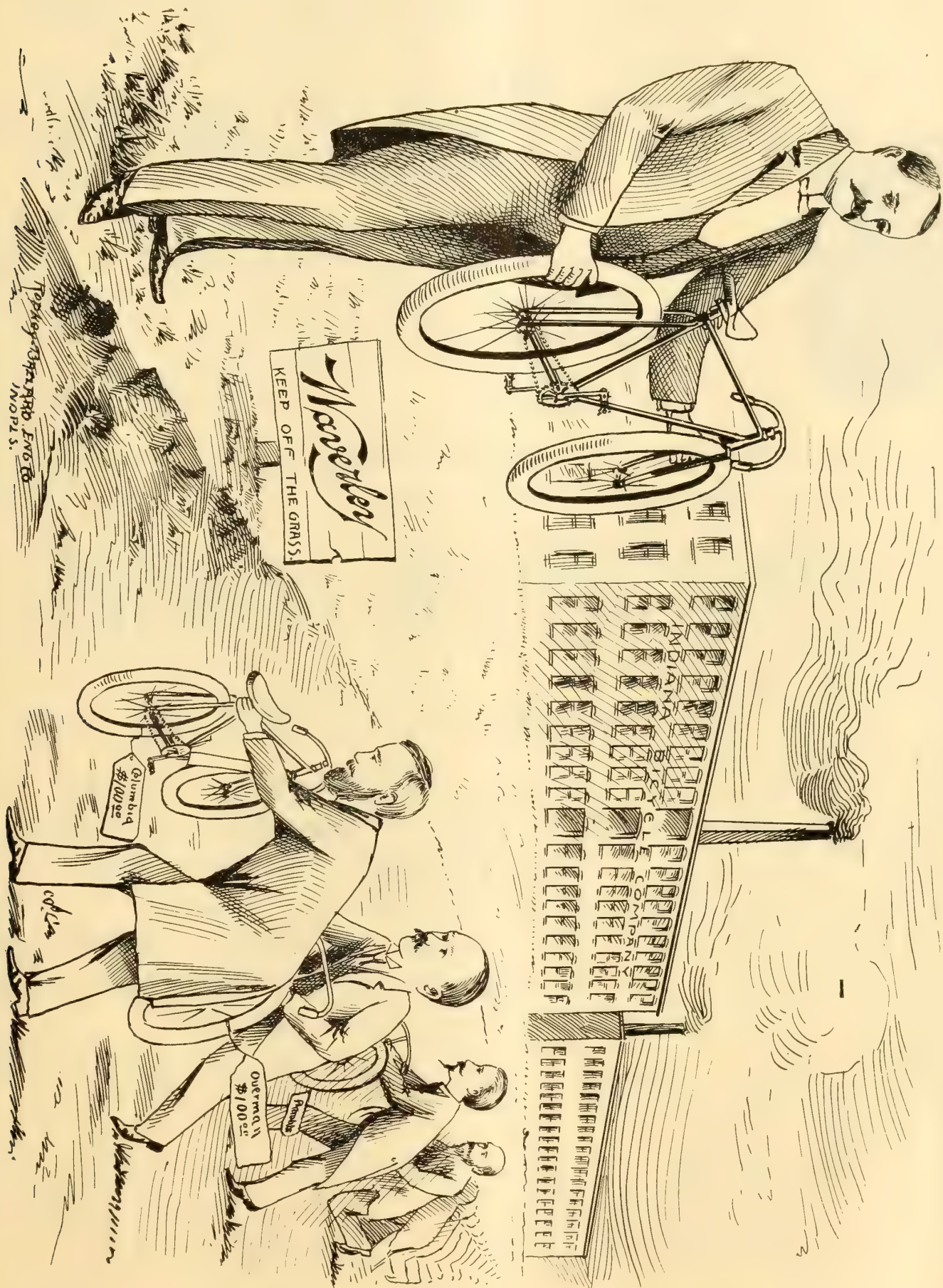
The track at Decatur, so Manager Hoyt says in a letter, is long and very narrow at the turns. On Saturday Cabanne succeeded in placing his record for a mile under 2 minutes, doing 1:58. The man was after the two-mile flying start record, but was slowed on the second mile.

The Cleveland team numbers about fifteen men. The St. Nicholas Hotel is headquarters. Training quarters have been fitted up at the track, which is now worked into excellent shape. Trainer Culver is working hard on his pair and will soon try to draw them out for the longer distances.

#### DOCTOR BROWN GETS THE QUARTER.

DECATUR, ILL., Oct. 26.—The Cleveland team broke two world's records here today. A. I. Brown rode a quarter, from a flying start, in :23 $\frac{1}{2}$ , paced by L. C. Johnson and F. B. Rigby on a tandem. The former record was :24 $\frac{1}{2}$ , made by Johnson at Independence, Iowa, in 1893. The third-mile flying tandem, unpaced record, was made by O. P. Bernhardt and R. F. Goetz in :32 $\frac{1}{2}$ . The former record was :34 $\frac{1}{2}$ .







## CHECKING LONG-DISTANCE RECORDS.

The Method Adopted by "The Bearings" to Check Wolfe in His Chicago-New York Ride—Most Perfect System Yet Devised.

There has been considerable doubt as to the authenticity of several of the Chicago-New York records recently made—so many in fact that it was apparent that no adequate system of checking long-distance road records had been discovered. The latest man to suffer from these doubts was George W. Wolfe, whose record has been broken by Searle. We have copies of affidavits from two reputable people, of Bourbon, Ind., who claim to have seen Wolfe riding on a train while he was supposed to be riding for record. We also have his written denial that he covered any part of the distance except awheel or on foot. It may be possible that those who signed the

Charles Essig, is in daily practice. Last Saturday the Prairie club of Oak Park administered a severe drubbing and the I. C. C. boys are training for revenge.

Things are booming over at the Lincoln club and members by the score are being admitted. There is a great fight going on in the club over the question of Sunday games, "wide open or none at all" being the issue.

Miss Jessie Baldwin, once a warm favorite with Chicago wheelmen, while a competitor in a six-day race in Battery D, under the management of Tom Eck and "Senator" Morgan, lately stepped to the altar with J. Baird Jackson, a three-time millionaire of the far west, where the happy couple now reside.

The Ravenswood Club has disbanded. This was at one time the Ravenswood Cycling Club. It admitted social members, and the latter, as they always finally do, froze the wheelmen out, dropping the name of cycling. Interest then lagged and the club disbanded. The wheelmen are now reorganizing without women, and without social members, and will occupy the same quarters.

Already dark horses are looming up for the Pullman road race of '95. Many are cutting out all their chance for long marks by reputation gained on the West Side sprinting course. One unknown covered ten miles around the circle, in and out among the carriages, at a 2:50 clip. Sunday afternoon there were fully fifty men and two women sprinting the course. A diversion occurred when one crowd became mixed in the carriages, one man's front wheel becoming entangled on another's step. One fell and was cut about the face. He was carried away. The fun ceased for a time and fifty carriages that had caused the fall by standing still that the occupants might see the fun moved on. It is small wonder some one isn't killed for carriages, pedestrians, and cyclists cross and recross what would be the home-stretch were this a track. The men could not ride faster nor sprint harder were it a track. Two policemen make dilatory attempts to maintain some kind of order, but fail most ignominiously. Sunday last, Miss Annis



Oct. 22<sup>d</sup> 1894.

THIS IS TO CERTIFY, That George W. Wolfe passed through Hammont Ind on a bicycle at 7-30 o'clock.

(A. M. or P. M. Standard time.)

Signed J. M. Kinsell, Constable

Address Hammont Ind

Mr. Wolfe, who can be identified by the portrait on this card, is riding in an attempt to break bicycle record between Chicago and New York. The person to whom this card is handed is requested to fill it out carefully and mail it. This method is taken to check the record.

affidavits may have been mistaken in the identity of the man whom they supposed to be Wolfe, but be that as it may, the fact remains that his ride was not properly checked. He started again to establish

### A Record That Could Not Be Questioned.

He started before Searle finished his ride and we undertook to check and vouch for his ride. The system that we adopted, is illustrated by the accompanying cuts. The first one is a reproduction of a postal card of which he had a supply and which he distributed along the line of his ride at frequent intervals. The card explains itself and when filled out and returned to us looks like the reproduction given here. The second card is for use at places where the rider is unable to find any one to check him without too much delay and is designed for use, principally late at night. The card is signed by the rider and is left where it is sure to be found by some one, the finder signing and returning it to us by mail. The cards all have the printed address of THE BEARINGS on the side designed for the address.

### CHICAGO CLUB NEWS.

Experiences on the annual ordinary runs of the Chicago Cycling Club create a fund of interesting reminiscences that are recalled with pleasure. Next Sunday the '95 run will be held to Pullman, and all the veterans, Githens, Lumsden, Winship, Barrett, Root, G. A. Thorne, and Van Sicklen included, will join the procession. As usual, 15 cents will be collected after each header, and 10 cents for each dismount. The fund thus raised is used for entertainment at Pullman. There is each year, as the G. O. O. days recede from view, a greater number of humorous incidents. No safeties will be allowed, and pneumatic tires will be punctured. The party will leave the clubhouse at 9 a. m.

The Illinois Cycling Club has gained hundreds of members during the last few months by a remission of initiation fee. The club is now in the best condition since its existence and, it is rumored, will go into the finest quarters ever possessed by cycling club. The gymnasium class under Professor Duplessis is free to members. The football team, in charge of

Porter, in bloomers, was much in evidence and quite as much an adept at the game as her masculine companions. For some fifteen miles at about a 3:00 clip she held her own, both in pace and vicious sprint.

### President Halladay Dead.

Wm. H. Halladay, president of the Marion Cycle Co., died at his residence in Marion, Ind., Tuesday morning. Mr. Halladay, who was seventy years of age, had been declining some time past and his death was not unexpected. The demise of Mr. Halladay will in no way change the policy of the Marion Cycle Co., as Lew Halladay has been superintending and managing for some time past the affairs of the company, and Will Halladay, who is a stockholder in the Marion Cycle Co., will assist in the management of the company, as he has been doing the past two months.



Oct 23 1894.

This card was left on Oct 23 1894, at 5:40 a.m. o'clock, by Geo. W. Wolfe

THIS IS TO CERTIFY That this card was found by the undersigned and mailed by him.

(Signed) Geo. A. Bradley

(Address.) Bryan O.

Mr. George W. Wolfe is riding on a bicycle from Chicago to New York to establish a record between the two places. Failing to find anyone who could check him he has left this card. The finder will confer a favor by signing it and mailing it as soon thereafter as possible.



PALMER

PALMER

# PALMERS ARE FASTEST

## PALMERS ON QUADRUPLLET

made possible the fastest mile on a bicycle, and consequently hold the **FASTEST** mile ever ridden on pneumatic tires.

## PALMERS ON TANDEMS

as pacemakers **HAVE** made possible many records that could not have been obtained otherwise; for they are acknowledged to be **FASTEST**.

# PALMERS NEVER BURST

In the unsuccessful attempts below, Palmers were **NOT** used, but for the successful trial were supplied on Quad as others could not stand under four men.

BUFFALO, Oct. 23.—Accidents spoiled two trials which Johnson made to-day for the mile straightaway record. The pace was made by Murphy, Louis Callahan, Saunders, and A. D. Kennedy on a quadruplet. The course was over the Tonawanda Boulevard. The big machine made the first quarter in :26 $\frac{3}{4}$ , but Johnson's **front tire** gave out at the first quarter and he fell out. The quadruplet went ahead to try for a race record and covered a mile in 1:41 $\frac{3}{4}$ .

Johnson then put a new tire on his wheel and a second start was made. This time the big machine was mounted by C. H. Callahan, H. S. Seavey, Patrick O'Connor, and Rhodes. Johnson's **tire blew up before he reached the tape** so no starting gun was fired, but the quadruplet went ahead and made a very fast mile, though no official time was taken. In the last quarter the rear tire of the big machine **blew up**.

Johnson then rigged his machine up with an entirely new front wheel, but it was too late to make any more trials, so he postponed until to-morrow further attempts to lower the record.

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A Dollar's Worth of Bicycle for a Dollar.

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YOU ALL KNOW THAT TIRES, TUBING, FORGINGS, AND ALL THAT  
GO TO MAKE UP A BICYCLE ARE CHEAPER TO THE MANU-  
FACTURER THIS SEASON. COMPETITION IS  
STRONG, AND IN THE NATURE OF  
THINGS IT MUST BE SO.

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## Stover Bicycle Mfg. Co.

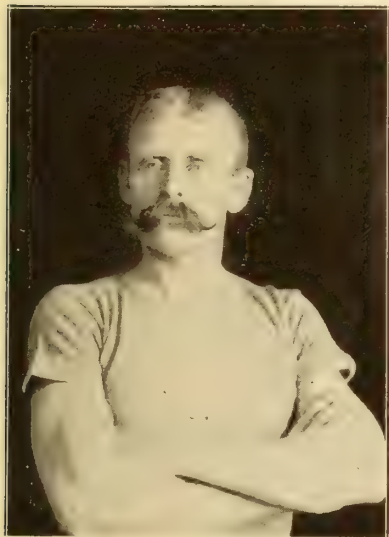
FREEPORT, ILL.



## MEXICO AND HER RIDERS.

**Senor Pomeroy, an ex-Chicagoan Tells How the Sport Is Progressing In His Adopted Country.**

"There are but 400 riders in the Republic of Mexico," said Mr. T. J. Pomeroy, of Roberts & Pomeroy, Guadalajara, in a conversation with a BEARINGS' man the past week. Mr. Pomeroy has been in Chicago for some days purchasing wheels for the season which begins in that country November 1 and lasts until June 1. Roberts & Pomeroy handle the Sterling



SENOR T. J. POMEROY.

exclusively, as a high-grade machine, for the Republic of Mexico. The firm now has three stores and will shortly have another in the City of Mexico, in charge of James Levy, the speedy Chicagoan, who left Chicago Sunday in company with Senor Pomeroy.

The main store is in the City of Guadalajara, the others are in San Luis Potosi, and Monterey. These three places and the City of Mexico are the main points of interest at present in the cycling world of the republic. Each city named has a cycling club, the members of which are Mexican gentlemen and some people of the United States who have gone to Mexico and remained there from choice. There are 800 Americans,

### Ex-Residents of the United States,

in the City of Mexico alone.

Mr. Pomeroy is a Chicagoan, born and brought up in this city.

Seven years ago he went to Mexico to save the life of his wife, whom the doctors gave but a year to live. Mrs. Pomeroy is now a well woman, strong and very much averse to thoughts of coming back to her native land. Mr. Pomeroy likes the country, the people, and, as he has gained position and prominence there, will never come back here to live. He says Chicago has seen the last of James Levy.

"There is a mistake made commonly," said he, "of comparing the Mexican greaser with the American people. We have

### "Two Classes of People in Our Country.

You would not want foreigners to look upon the regulation Bowery tough as the typical American, now would you? Our better class is quite the equal of any American born. I consider them the equal of any people on earth. They are the descendants of some of the best families of Spain. Their home life is far superior to that of any country on the globe.

"The people of Mexico are royal entertainers. While it is hard to gain their friendship, yet they never forget a friend. A stranger traveling in that country in the cycle business would have a hard row to hoe without he had the assistance of some man well known in Mexico.

"Our Riders Are Taking a Lively Interest in the Pastime and there will be several times 400 riders in the republic before the end of another year. From June to October is our rainy season. Then we do not ride.

"Besides our own firm there are others who handle wheels. Juan Kipp handles the Union in Guadalajara, and in the City of Mexico; Meenan



Store of Roberts & Pomeroy.

handles Stearns, and Mohler the Rambler. Our firm will soon have a fine store in that city. Among the riders of our country are a number of the

priests, who take quite an interest in cycling. Our ladies, too, are riding the wheel, and I can tell you that this is quite an innovation, as our

### "Native Women Are Kept Heavily Veiled.

they show nothing but their eyes, and are in charge of a chaperon. The women who ride now are free to ride unveiled, but have attendants. Our clubs have ladies as honorary members."

"How are the prices on wheels in Mexico?"

"About the same as in this country. We sell Sterlings for \$280 in our money, equivalent to \$140 in your money here. We have to pay \$15 duty and \$24 express on every wheel. These figures are, of course, in Mexican money. In selling wheels in Mexico an entry fee has to be paid into each city, this being in addition to the duty. The low value on our money is owing to

### "The Decrease in the Price of Silver,

two of our paper dollars being worth one of yours. Yet we can purchase quite as much, or more, for a dollar in Mexico as you can here. Living is good, but very cheap in price.

"You know the roads of Mexico are the finest of the land. These have been used for centuries. They are hard and smooth, but narrow. In the City of Mexico they have

### "Many Finely Paved Streets,

but in the other cities I have mentioned the cobblestone pavement prevails."

"How are the racing interests in your country?"

"These are on the boom. We now have a number of fine tracks and will shortly have a half-mile track in the athletic grounds in the City of Mexico. These grounds are built at an expense of \$25,000.

### "We Have the Government With Us

in our track-building projects. I have a letter now from my partner saying that the government has given us the work of twenty-five convicts without charge to us.

"The noted riders of Pueblo and the City of Mexico are, Senores



Scenes on Mexican runs.

Columbro, Rene Sarre, Bauer, Pastor, and La Pena. Senor Columbro has a record for 1½-kilometers (340 feet less than a mile) of 2:14. Senor Sarre has a ten-kilometer record of 17:20. This is 6¼ miles. These and all other records in our country are unpaced. We do not know what pacemaking is. My first experience has been in this city. In Guadalajara we have Senores Reberto de la Mora,

### "The Best Road Rider in Mexico,

Carlos Corenena, Luis Vieyra, Ignacio Galvan, Genero Ramierez, Enrique Remus, Francisco de la Cruz, C. H. Barriere, and Senor Carroll. At many distances, I hold records, notably, five kilometers (3½ miles) 8:20; ten kilometers (6¼ miles) 17:00; twenty-five kilometers (15½ miles) 42:30. These are all unpaced and made in the one ride. Our club at Guadalajara has eighty members and we have a track one-third kilometer (333⅓ meters) in length. There are thirty members in the San Luis Potosi club. This city has a half-kilometer track (5-16th of a mile).

"Pueblo has a half-mile horse and bicycle track in a large athletic field. The City of Mexico is projecting a \$25,000 athletic grounds that will comprise a track that the United States will hardly equal.

### "Our Home Talent Is Being Encouraged

and to foster the spirit it is my intention to prepare for the reception of and send for a half dozen of the best riders of this country. We will give these visitors the greatest time they ever had in their life, among the hospitable people of our country. E. C. Bode, representing the Sterling Cycle Works, can tell you of the royal treatment which was accorded him last spring. I personally escorted him all over the country."



## ZIMMERMAN AS USUAL.

The Flying Yankee Wins the Five-Kilometer Race at Florence—Banker's Fine Ride.

PARIS, Oct. 15.—Advices from Florence give the information that Zimmerman won the five-kilometer international race. Pontecchi was second, Dani third, and Wheeler fourth. The "Kid" was caught in a pocket a lap from home and was unable to get onto Zim's rear wheel as usual.

The inaugurating event of the new Velodrome de L'Est was the five-kilometer Grand Prix de la Ville de Paris, which George Banker, of America, captured from a wet and dripping field of starters. The race was one of the most important events that has been put on the track in Paris this season, and the value of the prize for the winner far exceeded that of the ordinary race. A fine bronzed art figure worth 2,000 francs, 500 francs in cash and a 250 franc medal of gold went to the "Pittsburg wonder" for his defeat of a field of the best English and French racing men.

Banker had been in Italy defeating the Romans and Neapolitans, but he was "sent for" by his concern to come up and win the grand prix. Breaking engagements at the Eternal City he came back to Paris and now he is the temporary Zimmerman of the situation. The race was run under the most adverse conditions. Rain fell all day. The track became as slippery as asphalt and water can become, the 8,000 or 10,000 people looked out from under the edges of their umbrellas, while the contestants in the race either sailed around the glistening surface all tension with the task of keeping upright or relaxed and slid off into the dressing-quarters.

"King" Medinger, a dangerous rival for first place, took a tumble and wiped up yards and yards of the wet cement. Barden was scared out completely. One or two "most-any-class" riders won positions in their heats for the final. Edwards said he

**Wouldn't Risk His Neck on Such a Surface.**

Harris ran high on the banking, lost several lengths and wouldn't risk trying to catch up. Banker rode against Pelletier and Antony in his heat. Pelletier fouled Banker—due possibly to the wretched going—two or three times. Banker took the inside in the sprint home with Antony, and the latter almost shut Banker off the stretch a few yards from the tape; a mild sort of "scrap" took place in consequence in the massage and embrocation department, but still Banker won. The final contained six—Banker, Delansorme, Louvet, Bromley, Ninov, and Baras. Six laps from home they all began to fight for position, but at two laps from home "Pittsburg's pride" wisely came forward, and as has been said frequently in the accounts of star performances, "he was never headed." Delansorme was a length behind, Baras got third, Louvet fourth, and Bromley fifth. Banker was

**Dressed to Withstand the Weather.**

and a possible fall on the track. He wore an assortment of sweaters, a black one surmounting the others, a pair of pale blue drawers covered his lower extremities, his head was encased in a little round red skull-cap he bought in Allegheny several years ago; he walked in black socks, and his loins were girted by a foulard of American colors. When he had won the crowd howled "Bawnkair! Bawnkair!" and George very prettily raised his cap and smiled as widely as any record can show. He was clearly in the people's affections, and when Pelletier had displayed the careless maneuvering, the hisses showed that such riding did not suit.

The time was slow, but, aside from the fact that in such an unsatisfactory contest the "dub" had a show to win, Banker's victory was highly creditable, and it was tolerably safe guessing beforehand that, under ordinary conditions, Banker would win anyhow. Had there been no rain, and all had started Edwards would have had a good look-in, and possibly Barden and Harris.

The Velodrome de L'Est has sprung up as

**A Rival to the Velodromes Buffalo and Seine.**

It is situated at the extremely opposite side of Paris, in the quarter of the Bois de Vincennes. Thousands of wheelmen live in this section, and many of them perhaps have never been over into the aristocratic neighborhood of the Bois de Boulogne more than once or twice in their cycling existence. It is another wheeldom of itself, with different styles and customs, and, lying somewhat between, as compared to the upper or the lower crust of the world a wheel, may be called the domain of the Bourgeois in cycling. Over Vincennes way they do not wear gloves when they go cycling, and it would be hard to find in this locality a stiff and stately millionaire riding a gold-plated machine. But they know what racing is, and there is a strong probability that the new track will become a power in cycling in Paris.

"How many wheelmen and wheelwomen are there in Paris?" is a question that is frequently asked. Some say 100,000, and others are more moderate with 75,000, but nearly everybody is agreed that

**"Paris Beats the World For Bicycles."**

There must be several thousand riders who do not own or control the use

of machines regularly, but who hire for a day's use or two days' use a machine from the renting agents. These cycle liveries are numerous in Paris, and they undoubtedly thrive, because there seems to be a surprisingly large number of people who have not found out yet just what an outrageous rate of interest on the cost price of a machine the renter has to pay. Let the prospective renter call upon the renting agent some nice day in the busy spring, and inquire the terms for a week. Fifteen to twenty dollars must be produced before the agent will trundle out his sixty-pound light roadster, and take the victim's name to a quit-claim deed for the latter's birthright.

More and more racing next year is the word in France now. Some new American, or perhaps Zimmerman again, is expected, and if America has cash prizes next season, there will be a little incursion into the states by some of the best French riders.

J. M. ERWIN.

## Miss Londonderry In Cleveland.

CLEVELAND, OHIO, Oct. 30.—Annie Londonderry struck the town on Wednesday last and she found the ground so fertile that she didn't get away until Sunday morning. On Thursday night she visited the Cleveland Wheel Club, on Friday she was at the Lakeside clubhouse, and Saturday night found her at the home of the Cleveland Athletic Club. At each place a load of so-called "souvenir" brownie pins were disposed of at 25 cents each. She was the guest, during her stay, of Mr. Wright, of Eberhart

& Wright, who handle the wheel she rides.

H. A. Lozier is learning to ride a wheel. A special one has been built suitable to stand up under his 265 pounds of avoirdupois.

At C. W. C. headquarters the other night, the conversation turned upon the various Chicago-New York would-be record-breakers, and their peculiarities as viewed by pacemakers who had taken them through our territory. Wylie was designated as knowing the business thoroughly, and being able to give them all points on road riding and placing of pacemakers. Smith talks too much about himself and his performances. Searle—well, he has had his inning, and we will let it go at that. "I tell you, boys," exclaimed the man who paced Wolfe, "that man Wolfe is all right. Why, he can talk about something else than his own wonderful performance upon a wheel, and he actually wanted to pay me for my time and trouble when I left him at Wickliffe. I told him I didn't want any thing, and was glad to be able to be of service to him. It was near the dinner hour at the time and he replied, 'well, you can't ride back to town without your dinner any way'; threw down a half dollar, and was on his wheel and off, before I could stop him."



From *Veloce-Sport*.

GEORGE A. BANKER.



# THAT CHICAGO-NEW YORK RECORD

## HOW IT STANDS!

H. H. Wylie's Time	("The Clock Man")	10 days	4 hrs.	39 min.
F. H. Stanwood's Time	("Ditto Watch Man")	8 days	7 hrs.	48 min.
Smith's Unaccepted Record	(Rode into Ashtabula in a wagon)	7 days	21 hrs.	30 min.
R. P. Searle's Time	("The Illinois Cyclone") (He of the "Dazzling Rims")	8 days	3 hrs.	
Wolfe's Railroad "Record"	(Took Train 38 on Pennsylvania Railroad)	6 days	8 hrs.	30 min.
Searle's Bonafide Record	(Yes, he of the "Dazzling Rims.")	6 days	7 hrs.	30 min.

MADE ON THE **SYRACUSE** WITH ITS PRETTY CRIMSON RIMS

### AGENTS WANTED.

We wish to establish an agency for the sale of SYRACUSE Bicycles in every city, town, and hamlet in the United States. Only representative business houses of sound financial standing will be accepted.

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## NEW YORK NEWS NOTES.

### Exciting Meeting of the M. A. C. C.—Preparations for the Thanksgiving Meet—Other Gotham Happenings.

NEW YORK, Oct. 29.—The spiciest meeting of the Metropolitan Association of Cycling Clubs that has been held since its organization was called to order on time last Friday evening at the Columbia restaurant, on Fourteenth Street and Union Square. There seemed to be a general air of expectancy during the routine of business, and the reports of the various committees. There were thirty-eight delegates present representing the following clubs: Harlem Wheelmen, Riverside Wheelmen, Ninth Ward Pioneer Corps, Manhattan Bicycle Club, Metropolitan Wheelmen, Columbia Cycle Club, Lenox Wheelmen, Kings County Wheelmen, Brooklyn Bicycle Club, Bushwick Wheelmen, Montauk Wheelmen, Hudson County Wheelmen, Castle Point Cyclers, Union County Roadsters, Atlanta Wheelmen, Hamilton Wheelmen, Plainfield Bicycle Club, Greenwich Wheelmen, Washington Wheelmen, and Jersey City Athletic Club Wheelmen. President Hildick presided. Treasurer Miller reported a net balance of \$13 and a few cents over in the treasury. While the secretary was reading the minutes of the last meeting he started in to disclose the contents of a letter received from Manager Frank Sanger, of Madison Square Garden, in regard to the amount of percentage to be paid the M. A. C. C. for the use of its name in connection with running the Thanksgiving week races. The secretary was stopped in the perusal of the interesting document by the reminder that there were members of the press present for whose ears the letters from Mr. Sanger were not intended. Then some one suggested that the newspaper men present vacate while the letter was read with a wonderful amount of secrecy to delegates only, who were sworn not to repeat it to any one. It seems a shame that every time anything of an interesting nature come up the poor news-gatherers are compelled to sacrifice it, but such are the decrees of fate. However just for the edification of those delegates who did not succeed in hearing the letter, owing to absence, we would graciously inform them that the management of the races is in full charge of Chas. A. Sheehan. Of course everyone knows that, and as many persons are aware that a committee of three was appointed to consult with Mr. Sanger and arrange for a certain percentage of the net receipts to be paid the M. A. C. C. in return for

#### The Use of That August Body's Name.

It was finally decided to accept 15 per cent of the net profits, which simple statement is what all the secrecy was about Friday night. When the press men were once more allowed to enter the sacred chamber, R. G. Betts, of the M. B. C., arose and advocated the candidacy of Joseph Oatman, a member of the Manhattans. The resignation of the Hillside Wheelmen was accepted with regrets and then Fred Hawley, the K. C. W. captain and a power in the M. A. C. C., resigned from the board of governors, stating as his reason, as nearly as he could without using the identical words, "I resign because I do not care to serve on any committee of an association in which A. E. Hildick is an officer." After much discussion the resignation was accepted. It was decided to run the future road races, known in the past as the Irvington-Milburn, on the Elizabeth-Rahway course and instead of it being under the control of the M. A. C. C. in future, that organization will join forces with the A. C. C., of New Jersey. Some discussion as to the continued issue of \$5 bonds was then indulged in, which was finally given into the hands of a committee of three, composed of Messrs. Minor, Keer, and Fuller. During the "bond" argument Mr. Minor expressed himself admirably as to the actions of the various clubs and delegates (members of the M. A. C. C.) who seemed somewhat timid of buying even one at \$5 per, when such an outlay was to save the association from going under. After Minor had shamed the meeting in general and every individual, who had not already taken bonds, an all-round flurry took place, resulting in several bonds being disposed of. Mr. Saltonstall arose at this point and in his characteristic manner remarked, as if it was not unusual, "Well, gentlemen, I have already subscribed to several bonds of the association, but rather than see any damage or inconvenience come to the M. A. C. C., and without using as much breath as some of my beloved brethren, who haven't subscribed, even if they have talked, I'll take a few dozen at \$60 per dozen, just to show that there is no frost, as it were." These may not be his exact words, but they embody his sentiments, which were roundly applauded, for "Salty" is a most popular member of the M. A. C. C.

After a lot more talk, none of which was so good as Mr. Saltonstall's, the bond question was dropped and the appointing of the special committee to look

#### After the Thanksgiving Races

at Madison Square Garden was taken up. Some one complained because Chairman Underhill, of the racing board had not been consulted, and then President Hildick told that the committee was a special one appointed to look after the business end of the week's racing and not in any way connected with the active riding. Then Messrs. Betts and Saltonstall expressed themselves as willing to resign, if any one wanted to take their position. No one replied and the meeting was over.

The Riverside Wheelmen can be credited with something really new. Last Saturday evening, on the occasion of the formal presentation of several trophies, won during the past season, a genuine feast of "beans and beer" was partaken of by all those present. Fully 200 wheelmen were in attendance, and a jovial good time enjoyed by all. Three silver urns were formally presented to the speedy riders of the R. W., as was the elaborate silk ban-

ner, given by the New York Times in honor of the Riverside's memorable showing on August 25, in the interstate club team race from this city to Philadelphia.

A ten-mile and a twenty-five-mile road race will be run on Thanksgiving Day at Jamaica, L. I. The course will be from Liberty Hotel, in Jamaica, down Broadway to Rockaway Road, to Rockaway Turnpike to starting point. The prizes will be something out of the usual run and will include enough in quantity, as well as quality, to call out the best riders of that locality.

All last week the magnificent armory of the Thirteenth Regiment of Brooklyn was the scene of festivity and fun. The armory had been formally delivered to Col. David E. Austin, on Monday evening, by Park Commissioner Squire, immediately following which the national colors were raised on the staff in the center of the drill room and the grand military fair, with which the regiment christened its new home, was declared open. Dancing was indulged in on the gymnasium floor, where the Russian Imperial Orchestra played dreamy waltzes and lively gallops. In the main hall Innes' Band discoursed popular airs, and charming young ladies attended the various booths. A League Chainless bicycle was given to the most popular wheelman in Brooklyn, which same was decided by vote, at so much per. Then a Columbia bicycle was given to the person who guessed nearest the number of revolutions of the machine's front wheel, each guesser paying 25 cents for the privilege of "taking a chance." The wheel was spun at about 10 o'clock Saturday night, but up to the time of departure it had shown no signs of stopping. Guesses all the way from fifty to 10,000 were made by different holders of tickets.

Things are progressing swimmingly in connection with the Madison Square Garden races during Thanksgiving week. Old-time professionals, long since forgotten except to the pioneers of cycling, are being heard from, and it looks as if this will be the grandest success, in a cycling line, ever held in New York. In addition to Zimmerman, Wheeler, Starbuck, Crooks, Waller, and the foreigners, such old-timers as Charley Ashinger, Brooks, Prince, Schock, Price, Howell, Golden, Albert, Roe, Kluge, and others will compete. Berlo, Dorntge, "Quilla" Rich, and Newhouse, of Rochester, will also help swell the ranks of the pros. So far it is rather difficult to state exactly how many and which Class B men will ride, but the Class A races will necessitate several trial heats, each to reduce them to the proper proportions. Of course it could be said that Johnson, Sanger, Bliss, Tyler, and the other cracks would surely ride, but such a thing will be really unlikely. The Class B men who will ride are: Titus, Blauvelt, Miller, Brandt, George C. Smith, Steenson, Arnold, Brown, L. C. and E. C. Johnson, Barnett, Helfert, Cleveland, Young, Connolly, Maddox, Taxis, Wells, and Goetz. Those who may ride are: Tyler, Sanger, McDuffie, the Callahans, C. M. Murphy, and the Columbia team. John S. Johnson and party expect to winter in Texas, but may postpone that trip until after the Garden tournament, it which case it seems probable that they will also ride. At all events the Thanksgiving festival promises much.

The century run of the South Brooklyn Wheelmen run last Sunday on Long Island was a huge success. About 200 riders started from the clubhouse at 5:30 a. m., and made direct for Oakdale, L. I. (fifty miles), where the party arrived at noon. At Amityville (sixty-eight miles), a stop of 1¼ hours was made for dinner, which was ravenously partaken of by the hungry horde of wheelmen. The day was clear and balmy until the start was made from Amityville, where the clouds began overcasting the sky, and

#### Rain Was Threatened.

The run ended at 7 p. m., and was voted by all to be the most pleasant affair of its kind without exception of the year. There were several ladies in the party, among whom might be named, Mrs. J. F. Borland, Mrs. E. M. Myers, Mrs. W. H. Nash, Mrs. R. L. Stillson, Mrs. H. S. Wells, and about six others. The list of pacemakers comprised Messrs. Louderbeck, Wyeth, Villers, McElhinny, Stanbach, Stillwell, Broderman, and Captain Smith. It is probable that this will hereafter be made an annual affair with the South Brooklyn Wheelmen.

The club road racers of the Riverside Wheelmen, which are to be run on election day over the Elizabeth-Rahway course in New Jersey, promises to prove more than ordinarily interesting. The five-mile race, especially, will more than likely result in the establishing of a new record for that distance. Following are the entries: F. J. Titus, E. F. Miller, E. A. Boffinger, F. A. Nagle, F. F. Goodman, C. M. Ertz, H. Davidson, Chas. K. Granger, and O. S. Brandt. These men are all members of the R. W. and have it between them to lower the present five-mile road record.

Jack Knowles, the Kings County Wheelmen rider, completed his most wonderful ride of 6,000 miles in sixty days last Wednesday night. If ever a man deserved credit for perseverance, pluck, and indomitable courage, "Jack" Knowles does, for notwithstanding the conditions of the roads or weather, no matter how cold or hot the day, Knowles had a mission to fulfill, and he has accomplished it.

#### Wolfe Gave Up.

Wolfe, the Chicago-to-New York record-breaker, met with rain through New York for 65 hours straight and gave it up. He was ahead of schedule at Buffalo. He gave up somewhere in New York state.

If Harry B. Hanford will address THE BEARINGS he will learn something to his advantage.





The sporting editor has always claimed that it was Yank Kenny's three year's experience behind the bar of a tough saloon, and not the instructions of the Jersey Cyclone, which stood him in such good stead when he entered the pugilistic arena. But for all that, it must be said to the Cyclone's credit that he was the first to discover Yank and bring him under the gaze of the public. The Cyclone, I imagine, had good reason to pin some faith to the prowess of the mighty Yank, for if I remember rightly, it was Yank's great fist landing against the Cyclone's jugular in a saloon brawl, which was the means of their becoming familiar. At any rate, shortly after the Cyclone's engagement as boxing instructor of the Forest City Athletic Club, he, figuratively speaking, took Yank under his wing, and one day when the champion heavyweight of the state was called upon to defend his title, the Cyclone's "find" succeeded in landing a right in the second round, which had the double effect of bringing the fight to a sudden close, and transferring the laurels from the forehead of the vanquished to the scarred brow of the new phenomenon.

Of course, Yank Kenny, bartender, was then and there forgotten and eclipsed by Yank Kenny, pugilist. The fickle public—or that portion of it which is interested in such matters—immediately deserted the fallen idol, and flocked to the worship of the new, and, aided by the efforts of the sporting editor, who gave a three-column story of the battle, Yank Kenny, and incidentally the Jersey Cyclone, came in for a season of prominence and fame. Indeed, the sporting editor himself made a good thing out of it while it lasted, and even went so far as to induce the chief to run a three-column cut of Yank in fighting posture. I remember well how anxious the Cyclone was that the picture should be a good one, and how Yank, pleased as a school-boy, chuckled and repeated again and again the line under the cut: "Yank Kenny, Champion (Yank pronounced it 'champeen') Heavyweight of the State."

Gradually, however, the novelty wore off. The Cyclone seemed unable to find any one willing to "go against" his protege, and Yank's name finally dropped out of the papers. It was not until it was announced that he had at last "got on" a match with an "unknown" from Colorado that interest was revived, and he again assumed importance. This bit of information, by the



Induced the chief to run a three-column cut.

way, had been imparted by the wily Cyclone with a great show of secrecy to the sporting editor who, of course, confided it to the public the same evening through the columns of the *Star*, and Yank's stock immediately rose, and speculation was rife as to who would be his opponent, and the probable outcome of the mill. Meanwhile, to show that they meant business, Yank and the Cyclone got down to work in the club gymnasium and every day

an eager crowd gathered to see Yank rain sledge-hammer blows on the innocent punching-bag or put on the gloves with his agile instructor.

The exact date of the battle was unknown except to the sporting editor, the principals, and a select few, and though it was current that Yank was rounding into shape rapidly, and the time could not be far distant, the reasons for secrecy, which I believe had something to do with the statute regarding "prize fights or glove contests," were deemed sufficient to prevent the information becoming common property.

But when at last the appointed hour arrived, and Yank, in a heavy sweater, was bundled into a hack and hurried to the depot. By a strange coincidence quite a number of "sports" and men about town "happened around," and by another coincidence the smoker attached to the train which bore Yank toward the scene of battle was uncomfortably crowded!

Now it so happened that some 3 hours before the departure of the train John Hamilton, president and secretary of the Ainsley Cycle Club, had set out on his wheel for a ride to Vincent, a town five miles nearer the city than Ainsley, for the purpose of arranging a match race between a team from his own club and one from the Vincent Wheelmen, and at about 6:30, which, parenthetically, was the time at which the train scheduled to leave, Jack was still in deep conversation with the station agent at Vincent, who was also president of the Vincent Wheelmen.

Arrangements for the race having been at last completed, Jack arose to go, and while mounting his wheel the station agent, who had come out to see him started, remarked:

"Oh, by the way, Jack, I hear you're to have a fight down your way tonight."



An eager crowd gathered.

Jack stopped in the act of throwing his leg over the saddle, and turned abruptly.

"What's that?" said he.

"Sure," replied the station agent, "I just caught a message over the wire. It says there's a special train of sports from the city going to a prize fight at Ainsley."

Jack ruminated over this intelligence all the way home, and so surprising was it, that all thoughts of the coming race, or of the tangled finances of the Ainsley Cycle Club, which had troubled him a deal of late, were driven from his mind. Though truth to tell, the affairs of the A. C. C., which had the failing common to clubs, of now and again falling into a state of deep indebtedness, were enough to replace all other thoughts in the mind of the club's president. Jack, however, was boy enough to forget everything in view of the great news which he had heard, and he promised himself over and over again, while snatching a hasty supper, that if such a thing were within the range of possibility he would witness any fight which should be brought off in Ainsley or the vicinity that night.

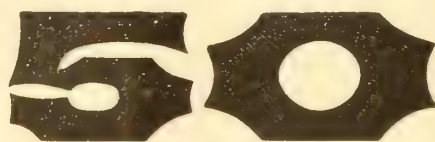
The station was deserted by all save a black mustached stranger, who scowled darkly at him, when Jack hot and breathless reached it, and the sleepy operator could vouchsafe no information in answer to his eager question, except that there was a special due in a half hour, and so Jack, left to himself, fell to thinking again of the dark cloud which threatened to swallow up the Ainsley Cycle Club. Think as he might, however, there seemed to be no way out of their difficulties. Three months' rent was due on the hall, which served as a clubhouse, and numerous light and fuel bills were growing urgent. Indeed his thoughts were leading the club's president into a condition well-nigh desperate when the shrill whistle of the approaching train broke in upon his musings, and the next moment Jack was in the center of a crowd of boisterous, laughing men, who jostled this way and that about a common center, toward which Jack found himself being forced.

The center was composed of the sporting editor, the principals, the Cyclone and the dark stranger whom Jack had noticed on the platform, and whom, now that he was nearer, Jack could see talking and gesticulating wildly.



MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES



# WORLD'S RECORDS!

ALL ON MORGAN & WRIGHT TIRES.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

H. C. TYLER on a Union fitted with M. & W. tires.

1—1 mile flying start	1:48 3-5
2—1 mile standing start	1:57 3-5
3—1 mile competition	2:05 1-5
4—1 mile on four lap track	2:03 1-5
5—1 1-4 miles standing start	2:30 1-5
6—1 1-3 miles	2:40 3-5
7—1 1-2 miles	3:00 4-5
8—1 2-3 miles	3:22 1-5
9—1 3-4 miles	3:32 2-5
10—2 miles	4:03
11—2 miles flying start	4:04
12—1-3 mile standing start	:39 2-5
13—1-3 mile flying start	:34 2-5
14—1-3 mile competition	:43 4-5
15—1-2 mile standing start	:57
16—1-2 mile flying start	:52 1-5
17—1-2 mile standing start unpaced	:54 1-5
18—2-3 mile competition	1:22 3-5
19—2-3 mile standing start	1:19 1-5
20—3-4 mile competition	1:33 2-5
21—3-4 mile standing start	1:29
22—3-4 mile flying start unpaced	1:32 2-5
23—3-4 mile	1:21 3-5

JOHN S. JOHNSON on a Stearns fitted with M. & W. tires.

24—1 mile flying start paced straightaway	1:35 2-5
25—1 mile unpaced straightaway	1:57 4-5
26—1-2 mile unpaced	:55 3-5
27—2-3 mile flying start unpaced	1:11 4-5
28—3 miles standing start	6:26 3-5

JOHN S. JOHNSON on a Stearns fitted with M. & W. tires.

29—4 miles standing start	8:38 3-5
30—5 miles	10:48 4-5

31—A. GARDINER 1-3 mile flying start unp. :39 2-5

NAT BUTLER, Class "A," on a Lovell Diamond fitted with M. & W. tires.

32—1 1-4 miles standing start	2:36
33—1 1-3 miles	2:45 2-5
34—1 1-2 miles	3:05 2-5
35—1 2-3 miles	3:26 2-5
36—1 3-4 miles	3:36 4-5
37—2 miles	4:07 2-5

H. DAVIDSON, Class "A," on a Brantford fitted with M. & W. tires.

38—1-4 mile standing start unpaced	:28 1-5
39—1-4 mile	:30
40—1-4 mile flying start	:24 4-5
41—1-3 mile standing start	:41
42—1-2 mile	:58
43—1-2 mile flying start	:52 4-5
44—1 mile flying start unpaced	2:14 2-5

W. DECARDY on a Syracuse fitted with M. & W. tires.

45—5 miles on the road paced	12:04
46—10 miles	24:13 1-2
47—15 miles	37:38
48—20 miles	50:38
49—25 miles	1:03:52 1-2

NAT BUTLER on a Lovell Diamond fitted with M. & W. tires.

50—15 miles on the road in competition	41:25 1-2
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MORGAN & WRIGHT,  
CHICAGO.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES



"No," the stranger was saying, "the tent hasn't come and we haven't any platform or lights. There's no use trying to bring it off outside without them, and besides it's raining."

"Well," growled the sporting editor, "ain't there a barn, or a hall, or something we can use?"

"Yes," answered the man, "there's a hall up the street aways, but I don't think we can get it."

"Get it?" roared the Cyclone. "Get it? Why, we'll take it!" And amid a roar the crowd moved off, led by the Cyclone and the dark stranger, leaving Jack leaning breathless against the station with the words of the conversation ringing in his ears. "Hall" they had said. Why there was but one hall in town and that was occupied by the Ainsley Cycle Club. What was to become of the furniture, the rugs, and all the cheap, but carefully hoarded decorations of the clubroom when that rough mob stampeded among them. Come what might, Jack realized that he must prevent this and hastily mounting his wheel he tore off down the street.

It was but a short distance and Jack wisely rode around to the rear of the building and dismounted. The noise in front, however, told him that the crowd was before him, but nothing daunted, he ran around and pushed his way through the throng to the door. Some one was bawling loudly for the key, and another called out to shove in the "d-d door," but at the sight of Jack those nearest became quiet, and gave him time to speak.

"Look here," he cried. "You men can't get in here. I've got the key, and unless I let you in, you'll have to stay outside."

Riding from the station he had evolved a brilliant idea, but as he viewed the crowd of angry faces his heart misgave him. There were cries to "shove de kid in de neck" and a lusty fellow advised Jack to get out of the way or "he'd get hurt." Indeed things looked dubious for the president of the Ainsley Cycle Club, when at this juncture Yank Kenny pushed his broad shoulders through the crowd, and held up his great hand for silence.

"Say, kid," he said, quietly turning to Jack, what's in der, anyhow?"



You men can not get in here

"Why," said Jack excitedly, "It's a clubhouse. You men know that if you get in there everything will be smashed. Now here's a fair offer," he continued, holding up a key, "You give me \$200 and I'll give you this."

There was a murmur of indignation from some, but big Yank turned to the crowd and raising his voice, said: "De kid is right, we kin afford to pay fer dis scrap, and here goes fer de clubhouse," and he took off his hat, and throwing a bill into it passed it through the crowd.

"One thing I'd like to ask you," whispered Jack to Yank as the hat was passed to him and he crammed the roll into his pocket, "Can't I get in and see the fight?"

He not only got in, but Yank insisted on his going into his corner, and from this point of vantage the president of the A. C. C. watched his burly benefactor punch the Colorado unknown into a state of insensibility in the eleventh round, which victory, Yank insisted, was due to no other reason than the presence of his "mascot" as he calls Jack, who acted as bottle-holder.

Thus it was that the Ainsley Cycle Club avoided the shoals of dissolution.

#### TEAMS FOR NEXT YEAR.

Reports come in daily of prospective teams for the racing path, Class B, of course. Already a half dozen firms, not represented the past season have signified their intention of taking a hand in the game next season. Some who have been represented the past season will have out crack-a-jack aggregations the coming year. Some who have devoted a great amount of money to this form of advertising during '94, and placed in the field men of the second class, will have fewer riders, but riders of the first class, if obtainable, for '95.

One prominent manufacturer who has hitherto made racing wheels, but

had none of them at the prominent race meets of the country, inquired of a BEARINGS' man, the status of the racing question of today, the success which attended the meets of the year, the attendance, etc., and then said:

"We are going to be in the hunt another season. We will have the finest team money can buy. I can readily see where this racing business benefits cycling in general. The people are drawn by thousands to see the races. A large percentage of these are not riders. These become interested in cycling and purchase wheels. In this way the benefit comes to all in a certain sense, for there are always those who will not be guided in the purchase of a mount by the fact that Johnson rides a Stearns, Sanger a Union, or Titus a Spalding. But this carries weight with many."

The manufacturer might have added that the fact that

#### Certain Wheels Were Ridden by Champions

of the racing path became the stock in trade with numberless agents all over the country. These agents display prominently large photographs of "their" team, and in selling the make of wheel for which they are agents, delineated strongly on that point. New converts to the pastime and oftentimes old-time riders will be influenced strongly in the purchase of a wheel by the fact that it is prominent upon the racing path. The old plea that these riders are paid to ride a certain wheel will hardly carry weight with those "in the know," for a rider will hardly continue on a wheel, even if he is paid to ride it, on which he can not win, or which does not ride as easy as some other.

#### It Would be a Poor Paying Investment

for a winner (if mounted on a fast wheel) to ride a slow machine and lose races he might otherwise win, in which \$100 to \$150 prizes are offered, and all for a paltry \$100 a month.

The manufacturer benefits in another way. Your racing man, the crack-a-jack of today, has his own ideas of how a wheel should be constructed. Given a wheel not suited to him, he will go to the factory and have one constructed after designs by himself. Oftentimes these wheels prove successful and the next year's mount is

#### Designed After That Pattern.

The manufacturer has some creation of the inventive brains of the factory. This he wants tested. What more natural than that he should put the thing to a test upon his track and road racing machines, which receive constant and more severe tests than would be given them by the regular rider of every-day life. This applies to tires as well, the speed and durability of which upon the racing path often lay out the lines for another season's output. It has been this way during the past season, a number of the teams having innovations under test, that will be features of the '95 output.

The Yost Mfg. Co.'s team for '95 has been announced as Otto Ziegler, the little Californian; Gus Steele, Chicago's toy racing man; Harbottle, the Canadian champion, and Coulter, the erstwhile transcontinental tourist. Several other firms are in the field.

The lowering of prices of high-grade wheels to \$100 and \$110 will have some effect on the racing market, and Class B men, if they would preserve the golden egg, will lower their prices also.

#### Hoyland Smith Abroad.

H. P. Davis, of Toronto, champion cyclist of Canada, Hoyland Smith, one of America's famous wheelmen, and a Class A rider, with L. H. Johnson, arrived in Queenstown on Tuesday last, on the "Majestic" from New York. During an interview the three cracks are stated to have said that during the next three weeks they would visit Coventry, and would then commence active training for their approaching races at Herne Hill, where they expect to meet English cracks. They are in fine form, having, during the passage across the Atlantic, taken exercise every day in the shape of working heavyweight with the arms, and gone in for home training for the legs. After racing in England they intend journeying to Paris to see the renowned Zimmerman, who is their particular friend. From this it would seem that they were unaware that Zimmerman had left Paris, or that they are too late to meet any English cracks in races till next year.—*The Cyclist*.



#### How are THESE LIST PRICES?

Are they not low enough so it is an object to buy now?

#### LIBERAL DISCOUNTS TO AGENTS

From our reduced prices.

No such reliable goods at anywhere near the prices have ever been offered. Dealers can meet any competition in the U. S. at the present time with these goods.

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 26-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	30
'93 Ladies' Regis, weight, 32 lbs. Highest grade	150.	75
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	70

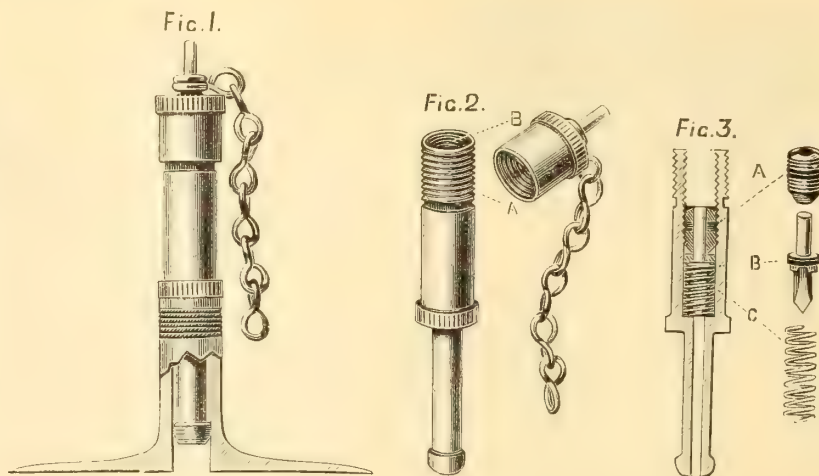
Liberal Discounts from these prices. Send for Special Bargain List and Discounts. Buy a sample machine, it will not cost you much, and you will be convinced these cycles offer the best value on the market today and are ready sellers.

ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL., Manufacturers.  
MENTION THE BEARINGS.



...THE

# Superior Valve.



The superior valve which the Eastern Rubber Mfg. Co. are now using on all their cemented tires and illustrated above, is undoubtedly the best valve made. They are small valves and require small rubber stems, especially adapted to wooden rims, and are made with long metal stems extending far down into the rubber stem, thereby strengthening the rubber stem very materially and preventing them from being cut off by the rim.

The construction of the interior fittings is almost exactly the same as has always been used by this company, except the parts may be taken out of the top by unscrewing plug A, Figure 3, instead of having to take the valve and stem from the tube. The cut showing the valve and parts is full size.

Figure 1 represents valve and stem complete. Figure 2, shows valve alone with dust cap at one side, exposing threads A and B. Thread B fits thread of M. & W. pumps, and thread A the pump connection which has always been used by the Eastern Rubber Mfg. Co. Figure 3, shows interior consisting of three simple parts.

This valve is not only simple, but positive in its action. After inflating, screw cap down tight, when it will stand 1,000 pounds pressure without leaking. To DEFLATE. Unscrew valve cap and press top extension into mouth of valve, thereby depressing the check.

AFTER INFLATING, screw the cap down tight so the packing in the cap packs the mouth of the valve. If this is done properly, air can not escape.

**Eastern Rubber Manufacturing Company's Tires are Superior to the best tires manufactured by others.**

## CLIMAX TIRES.

These favorite tires are the inner tube variety; they are strong, durable, and serviceable. A great many thousand were used last year, and gave most excellent satisfaction.

**Eastern Rubber Manufacturing Company's Tires are Superior to the best tires manufactured by others.**

## REX TIRES.

If you want a light, resilient tire that will stand up under the hardest usage and is difficult to puncture, don't fail to call for and specify our Rex.

**Eastern Rubber Manufacturing Company's Tires are Superior to the best tires manufactured by others.**

## ARROW TIRES.

Are strikingly simple in construction, practical in operation, and durable in service. In fact, it is the acme of perfection. It can be used on almost any rim. It is adjustable so as to allow for considerable variation in the rims, and is the most resilient mechanically fastened tire on the market. Prices are very low, considering the fact that it is a mechanically fastened tire.

Watch this space next week for illustrations, and send to us for catalogues.

**Eastern Rubber Manufacturing Company's Tires are Superior to the best tires manufactured by others.**

## TIRES TO FIT G. & J. RIMS.

Our Universal Clincher Tires fit G. & J. and all similar rims. They are better than any tires of this description heretofore manufactured. If you are in need of Clincher tires of this pattern for new wheels or repair work, write us for prices. They are astonishingly low.

**Eastern Rubber Manufacturing Company's Tires are Superior to the best tires manufactured by others.**

## HOW TO DETECT ADULTERATION IN INNER TUBES.

The simplest and best way is to take a glass of water and either take the piece of one of the inner tubes furnished by us with all our tires, or send to us for a sample of our pure tube, and keep it for the purpose of judging tubes manufactured by others in a practical way. Cutting piece off the tube you desire to test, after rubbing it off well, drop it in the water, seeing that small particles do not adhere to either. The sample cut from the tube manufactured by the Eastern Rubber Mfg. Co. will float; likewise the other, if pure, but we are sorry to say very few tubes that have been made during the past year were of pure stock, and those manufactured by this company have almost been an exception.

If the tubes do not float they are adulterated. The tubes manufactured by one large company do not require this delicate test; they have a grey appearance from adulteration, and are heavy; the pieces sinking to the bottom of a glass of water almost like lead.

Adulteration is put into the rubber to cheapen it, and so much adulteration cheapens the stock very materially. Not this alone, but it causes the rubber to deteriorate rapidly.

**Eastern Rubber Manufacturing Company's Tires are Superior to the best tires manufactured by others.**

## NOTICE.

Should any person or persons send you threatening letters, kindly forward them to us; they are cowardly missives, and deserve no attention whatever from those who receive them; in fact they are an insult to the intelligence of mankind.

**Eastern Rubber Manufacturing Company's Tires are Superior to the best tires manufactured by others.**

Bicycle agents and dealers should write us immediately for our new revised price lists on all our tires.

**Eastern Rubber Manufacturing Company's Tires are Superior to the best tires manufactured by others.**

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

## EASTERN RUBBER MFG. CO.,

TRENTON, N. J.

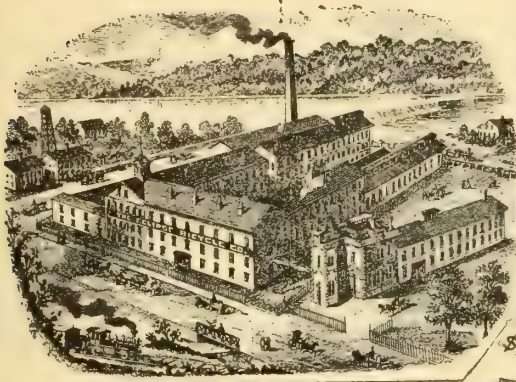


# A Copy of the Largest Tire Order Placed for 1895.

H. H. FULTON, PRES.

A. D. LONG, VICE PRES.

D. L. WHITTIER, SECY. & TREAS.



FACTORY AT BEAVER FALLS, PA.



General Office Indianapolis, Ind.  
Commercial Club Building



PRICE & QUALITY TELL.  
RIDERS OF THE ECLIPSE TELL THE QUALITY & PRICE

*Beaver Falls, Pa.*

Oct. 9th, 1894

Eastern Rubber Mfg. Co.,  
Trenton, N.J.,  
Gentlemen:-

In reply to yours of the 9th, we want to say that we have made careful investigation into the merits of your Eclipse tire, and we are free to say that no tire has ever come to our notice that, in our opinion, possessed so many good points. We cannot help thinking it is bound to be the coming tire, and therefore do not hesitate to accept your offer for five thousand pairs, *and suggest you book our order for same.*

Yours truly,

ECLIPSE BICYCLE CO.,

*H. H. Fulton* PRESIDENT.

The Eclipse Tires referred to above are our new

## Arrow Mechanically-Fastened Tires.

They are the simplest and best that have yet been devised for Crescent rims. Prices are interesting. Don't fail to send for special catalogue and full information.

### REX and CLIMAX

Well, you know all about them and of course will use them extensively.

Rex Racing Tires weigh only 30 ounces per pair.  
Rex Road guaranteed 3 and 4 pounds per pair.  
Climax guaranteed 4 pounds per pair.

**EASTERN RUBBER MANUFACTURING CO., Trenton, N. J.**

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S. F. Hayward & Co., PITTSBURG, PA.

H. C. Lecato, PHILADELPHIA, PA.

MENTION THE BEARINGS





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, NOVEMBER 2, 1894.

No. 9.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE. LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to The Hill Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

### OUR ANSWER.

"Cycling Life," in a recent issue, made an unprincipled, unwarranted, and cowardly attack on THE FOWLER TRUTH, and at the same time did what it could, in its small, very small, way, to injure the reputation of our firm. We feel tempted to tell them a few things which would not be pleasant for us to relate, and much less pleasant, very much less, for them to read. Were we simply dealing with that little, dyspeptic, grouchy, dried-up old-maid man we would not hesitate a second, but we have respect for the others interested in the paper, and simply offer out sincere regrets (as we did early in the game) that its policy is in the hands of the monumental crank it is.

Keep your hands off, little d. s. g. dried-up, old-maid man—you have been walking about with a chip on your shoulder for some time. If we undertake to knock it off you'll hear it fall—with one of those "dull, sickening thuds" we read about.

### ONCE UPON A TIME

In the far west there lived a race of people called cyclists, and as the wont was in those primeval days to give bouts and tournaments, they decided to give a tournament, open to the sturdy youths in that part of the world, in order to decide whom of them was the more skilled in the manipulation of their steeds.

It transpired that at a place known by the name of San Diego a new arena had been erected, and thither all the aspirants—together with their steed of many-colored "hoofs," their rubbers, and their mascots gathered themselves. But it came to pass that certain athletes from the northern country, being possessed of greater courage and skill, considered whether or not they should hasten and fill their old hat-boxes with

southern laurel wreathes. They reasoned among themselves, saying: "As there 'B' races for only three of us, is it worth our while to go thither?" But, being possessed of a desire to teach the unskilled people of the south, after what manner did the "speed merchants" of the north ride, they betook themselves to the lower country.

But it came to pass that they of the south being undaunted entered into the strife with vigor, and behold, all that they did leave for the "mighty men of valor" was one second and one third. Whereupon the men of the north put on "sackcloth and cinders," gathering first their second and third into the palm of their hand, and sending their empty hat-boxes back to the land of their nativity (C. O. D.), did depart thence.

[Additional manuscripts tell us that the winners of the three great races—as well as others—rode Fowlers. This, of course, lessens the brilliancy of the victory, but, nevertheless, the men of the south deserve great credit.—ED.]

### ASK 'EM! IT WILL COST SIX CENTS.

You never sold the Fowler, did you? You're somewhat interested in it, aren't you? Kinda don't know what to do for '95, eh? Will you spend 6 cents and write a postal to each of the following firms, and simply ask them, "What do you think of the Fowler wheel?"

B. B. Emery & Co., 40 Columbus Ave., Boston, Mass.

J. A. Johnson, Pittsburg, Pa.

Ives & Jennings, Oneonta, N. Y.

S. F. Heath Cycle Co., Minneapolis, Minn.

The Fowler Cycle Co. (has no connection with this company), Los Angeles, Cal.

Gray & Johnson, Cincinnati, O.

These six firms sold over 1,200 Fowlers this year, and they are in a position to speak from experience. Do it, won't you? If for no other reason than to satisfy yourself that the Fowler backs up claims made for it by us. Try it, spend 6 cents; it may result in many \$ \$ \$ return.

### "WE DON'T UNDERSTAND,"

Says the F. H. Collins Co., of Ft. Worth, Tex., "how you people, in such short time, gained such a splendid reputation for your wheel. We know that the Fowlers we have sold (from fifty to seventy-five) have given the best satisfaction of any wheel we ever handled.

Of course, your good wheel, and the enterprising way you have of advertising it goes a great way, yet your march of triumph has been something unheard of."

We thank Messrs. Collins Co. for their kind and encouraging words. We shall always struggle to keep in front, where we now are with both feet. We'll never get behind until a sign on our factory and office bears these words, "Gone out of business."

### FOWLER DOINGS.

The "Morgan & Wright Bulletin" says:

"September 29, in the Pittsburg Century Club Sealed Handicap race, B. G. Goble, on a Fowler King B, Morgan & Wright tires, won first time and second place; C. G. Tibbins, on a Fowler King B, with Morgan & Wright tires, won first place and second time; G. W. Withington, on a Fowler Bantam, with Morgan & Wright tires, won fourth place.

October 7, Miss Annis Porter, of Chicago, the famous long-distance lady rider, on a Fowler Bantam, with Morgan & Wright tires, lowered the ladies' record, over the Elgin-Aurora 100-mile course, held by herself, from 8:18:00 to 8:17:00.

October 16, A. A. Hanson, of Minneapolis, on a Fowler, with Morgan & Wright tires, reduced the record over the Northfield course (102 miles) to 7:03:00.

**"Good Things in  
Fowler Wheels"  
FOR 1895.**

A little folder that tells a few things you should know about our ideas of an up-to-date bicycle for 1895 now ready and awaiting your request for one. We are now prepared to quote prices, give terms, allot territory on the Fowler for next season. Write us.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## READ IN ROME.

The J. J. Warren Co., of Worcester, Mass., received a request for a catalogue from Rome, Italy. The gentleman sending it mentioned the fact that he had seen the Warren company's advertisement in **THE BEARINGS**. The Warren company write: "This is one of the many replies which we have received in response to our advertisement in your paper."

## \$125—'95 PRICES—\$125.

At the present time the manufacturing trade of the country is exercised over the question of what is going to be the prevailing list price of high-grade bicycles for the season of 1895. For a long time a general reduction in price has been anticipated and feared. Most of the makers preferred to retain the lists that they had set at the beginning of the season of '94. They were fearful, however, that some of the larger manufacturers would reduce list prices to \$100, and that they would be compelled to follow suit. Sure enough the Pope Mfg. Co. came out with the announcement of a list of \$100, but strange to say the other makers did not fall over each other to see who would be the first to follow the example of the Hartford concern. In fact they seemed to regard the Pope company's move as a mistake. The announcement by H. A. Lozier & Co. that they would maintain their 1894 list, appearing almost at the same time as the Pope announcement offset, in the minds of other makers, the effect of the latter. To feel the pulse of the trade **THE BEARINGS** addressed letters to the makers of high-grade wheels, asking their intentions in regard to prices. The answers follow. We are pleased to see that there is not one concern among them all that is not going to list its best wheels at \$125.

This fact will undoubtedly come in the nature of a surprise but the unanimity with which this price has been adopted shows conclusively that whatever the immediate effect of the cut may be on the Pope company it will be proven disastrous in the end unless they can force the majority of the other makers to the even \$100 price. That they will be able to do any such thing we greatly doubt and if they do accomplish such a result it will be only by the aid of trade conditions very favorable to their cause. The day of one-mannism on the trade is past. The day of the "big three" is past. Today the action of the smaller makers is more powerful than that of the moguls of the trade. People have not yet come to fully realize this fact but it is a fact nevertheless. If at the end of the season we find that the majority of high-grade makers have marketed their lightest and best wheels at a price of \$125 to the consumer, while Columbias have sold at \$100, we will also find that, whatever the quality of those Columbias, they have lost much of their prestige.

It is very possible, nay probable, that this argument has been made while we reckoned without our host; that the \$100 list price announced on Columbias means nothing more than that there will be Columbias sold at that price, and that there will be wheels in the Columbia line, as in other lines, that will list at \$125 or more. If this is the case we have not been talking to the point, but we have taken our chances on that. We are convinced that the argument is right, however, if our premises are right—convinced not only by our own judgment, but by that of many men of sound judgment in trade matters.

We feel safe in saying that strictly high-grade wheels under twenty-two pounds will generally list at \$125 or more.

## PRICES FOR 1895.

In answer to inquiries by mail and otherwise we have received the following in regard to list prices on high-grade wheels:

**GORMULLY & JEFFERY MFG. CO.**—John O. Blake said that his firm had not yet set its price, but that all its influence would be used to have a uniform price of \$125 on all wheels maintained. He said that he thought the Pope company had made a great mistake in reducing their list to \$100.

**WARMAN-SCHUB CYCLE HOUSE.**—Our wheels will list as high as the best high-grade wheels on the market.

**GRAND RAPIDS CYCLE CO.**—The recent announcement by one of the large makers is no surprise to us. We have been looking for it. We have been preparing for it for two years, and we wish to say that we are in a position to meet this competition, and that, too, without changing our net prices. The fact that one of the large makers has reduced his list price to \$100, in order to compete with those makers who have, heretofore, listed at that price, and have produced and marketed wheels which have given

fully as good satisfaction as any of the high-grade wheels, will in no way affect our net prices to the trade.

When this same company sent out a circular letter to its agents last season, offering to furnish them with a personal mount at \$75 net or 40 per cent discount, any one well posted on the bicycle business could guess what net price they would make on their '95 product.

The policy of this concern is to make a bicycle which will be satisfactory, and to sell it at a legitimate profit to ourselves; to quote our prices to the trade only; to keep the trade posted, and at any time we find it possible for us to reduce our net prices, to do so. We do not care a rap what list price the so-called leaders make. It will not affect our net prices to the trade. These we have decided on and have been quoting for some time. We shall, probably, list our wheels at \$100 and \$125, but the bulk of our output will be the \$100 wheel, which is strictly high grade, but not quite so light as the \$125 goods.

**PEERLESS MFG. CO.**—The list price on our light roadster and ladies' wheel will be \$100 each. Our track racer, on account of its being very light and a special wheel, may possibly be listed higher, though we have not decided as to that point.

**E. C. STEARNS & CO.**—It is with considerable pleasure we notify you that our list prices on standard machines for 1895 will be \$100. We shall likewise build a bicycle which will be known as the Stearns "Special," and will weigh in the neighborhood of twenty pounds. This machine will be for road and track use, and will contain the highest embodiment of mechanical excellence. List price will be \$125.

**STERLING CYCLE WORKS.**—We will have a wheel at \$100. We will list our ladies' wheels, both drop frame and the diamond frame (the diamond frame being also suitable for short men) at \$110, and our cracker-jack at \$125; also our racing wheel, \$125.

**E. B. PRESTON & CO.**—We perhaps are not in a position to give you the information you want. We are somewhat students in this business as yet, and do not assume to know it all. For the past year we have been very busy making the Czar wheel. We did not ask advice from other makers when we began making wheels, and have none to offer to others. We make strictly a high-grade, expensive wheel, and we think there is a demand for just such an article. We shall have a price on our particular make of wheel. What other makers may offer or sell theirs at will not influence us just at present, whether large or small makers. The quality of the goods will make the price on all makes later on we think. The jobber or retailer, or he who is really doing the hard work in selling wheels, however, in our judgment, should have some careful consideration and protection, and if the list price is cut down so low, as will leave him with no profit for his work and expense, it surely will kill his energy to push such makes and lessen the sales of all other makers.

With our experience so far in making wheels, we feel for the present at least, that \$125 should be the list or selling price at retail, and shall so list the Czar for 1895.

**THE WINTON BICYCLE CO.**—We are not fully decided on our '95 schedule of prices, and were it not for the general weak-kneed policy and sheep-like inclinations of the other manufacturers, we would stand pat on '94 list and may do so yet.

The writer left Cleveland on September 25, with samples of our '95 machines, and made an extended tour, visiting the best trade in the north and middle west, and the universal testimony of tradesmen everywhere was to the effect that they hoped the high list would prevail, as they needed it. As brother Lozier says: "A high-grade wheel is worth a high-grade price," and the present drop calls to mind in a way Colonel Pope's remark at the time of the Warwick cut that "they are probably getting all they want for their wheels, and all they are worth." A \$100 list means a shortening up of agents' discounts and a general economy in marketing wheels by the manufacturer, jobber, and dealer, wherein Class B, circus-tent, boom, and big advertising will have to be retired. While the above figure is at some time inevitable, and may result in purifying the trade, and stop price cutting, still it is the general belief that the trade is not yet prepared for it, and at the present time it is uncalled for.

**MARION CYCLE CO.**—Our lists next year on the Halladay-Temple Scorchers will be on all wheels over twenty-one pounds in weight, \$100; twenty-one pounds and under, \$125. This is our established list for 1895.

**SYRACUSE CYCLE CO.**—For 1895 we shall manufacture several high-grade models, and will list them at \$100 and \$125. Our \$125 wheel will be extremely light, and will differ from the \$100 wheel in the matter of weight and extreme elegance of finish. We shall also manufacture a handsome ladies' wheel to list at \$100.

**THE MUNGER CYCLE MFG. CO.**—Our opinion regarding list price for '95 coincides in all respects with that of H. A. Lozier and we shall list our wheels accordingly, regardless of what other manufacturers may do, as we do not feel that we can afford to make a strictly high-grade, light weight, machine to sell for \$100 and allow our agents a fair margin of profit, and we shall not build machines to sell for less than \$125 and our prices will range from that to \$150, according to weights.

The Royal Cycle Works, of Marshall, Mich., are in receipt of a letter from their Saginaw agent, wherein he states that out of twenty-seven Royal Limiteds sold here this year the entire expense of repairs was only \$4.20, which includes tire and all repairs made, and his closing remarks were to double his order for '95.



## NEW YORK TRADE NEWS.

NEW YORK, Oct. 29.—The 1895 line of Crawford wheels will consist of four different models, diamond frame, and the same number of the drop pattern, as follows: Nos. 13 and 14, twenty-four inch, diamond and drop frame, \$40; Nos. 11 and 12, twenty-six inch, diamond and drop frame, \$50; Nos. 17 and 18, twenty-eight inch, diamond and drop frame, \$60; Nos. 19 and 20, twenty-eight inch, diamond and drop frame, strictly high grade, \$75. It will be the aim of the Crawford Mfg. Co. in building its '95 output to have every machine up-to-date, high-grade, excellent sellers, and thoroughly guaranteed. Any of the following tires will be fitted to the Crawford as per request: Columbia single-tube, Akron, Summit, and Competition, Dunlop, and the Morgan & Wright.

James Robley, 142 Chambers Street, announces the prices on Falcons for 1895 as follows: Twenty-one-pound light roadster, \$100; twenty-seven-pound, \$85; Falconess, \$100; twenty-six-inch wheels, \$70. Next year's Falcons will be fitted with largely increased size of balls to the hubs and cranks. This will be the most decided change in them that will be made.

The bamboo bicycle, made by the Meyers Mfg. Co., 606 West Twenty-second Street, is causing much comment in this city. The wheel is certainly a novelty, and looks to be all that its makers claim for it as to strength. The frame only between the joints is of bamboo, the rest of the wheel being constructed on the general lines of an ordinary safety.

G. Minturn Worden spent last week in Ilion, N. Y., where the Remington factory is located. When Mr. Worden returns something in regard to the '95 model and price may be learned.

Prior to the opening of the Thirteenth Regiment Fair in Brooklyn last week, the Columbia bicycle, which was offered in the guessing contest there, rested in the window of the Brooklyn Cycle Co., 555 Fulton Street. The display was a most attractive one, being accompanied by appropriate fixings, in which the American flag and a stand of military rifles played a prominent part.

The small song books, distributed gratis by the Overman Wheel Co., from their branch at 23 Warren Street, have scored a distinct hit, and are consequently in great demand. W. C. Overman spent a day or so at the factory in Chicopee Falls last week.

The uptown branch of Wilson-Myers Co. is located at 1786 Broadway, and is under the management of Stephen T. Moen. In addition to selling Liberties, Mr. Moen has several excellent bargains in shop-worn wheels and bicycles taken in exchange during the season past, which he offers at practically one's own price. From \$25 to \$40 will take any one of them, in addition to which he allows time payment on them. They will probably be gone before this appears in print. One might as well offer \$5 gold pieces for sale at \$2 each.

At the last meeting of the M. A. C. C., Carl Von Lengerke, of the Atlanta Wheelmen, Newark, N. J., and connected with the store of Von Lengerke & Detmold, 8 Murray Street, this city, resigned from his position as a member of the executive committee, also from the M. A. C. C., the Atlanta Wheelmen, the L. A. W., and in short, he severed all connection with cycling, giving as his reason, the utter lack of time to attend to it. The loss to cycling will be a severe one, inasmuch as Von Lengerke was always one of the most willing, anxious and able wheelmen in this community. A strong rider, a popular man, and a sincere friend to the sport, cycling will miss him.

W. O. Tate, who has taken the Brooklyn agency for League Chainless bicycles, is the president of the Montauk Wheelmen, and one of the largest real-estate dealers in the city. He reports the demand for the Chainless wheels to be something surprising, and firmly believes that in 1896 the beveled gear will have taken the place of chain machines entirely.

It has been decided that Spalding bicycles for 1895 will be listed at \$100. A conclave of all the principal agents for this wheel was held last Friday and Saturday in the New York store of A. G. Spalding & Bros., on Nassau Street, at which matters in general were talked over, and the price for '95 fixed at the even hundred.

The announcement of a \$100 price on Columbia bicycles is taken by different members of the local trade here in various manners. The general opinion is, however, that it is right and as it should be. Some few, however, believe that cycling in 1895 would be so popular any way that as many sales could have been made at the old price, as at the new one, whereas now one quarter more wheels must be sold in '95 as were sold in '94 to make the amount of profits the same.

## QUAKERS ORGANIZE A TRADE ASSOCIATION.

PHILADELPHIA, PA., Oct. 30.—A meeting of the members of the local cycle trade was held this afternoon to discuss the formation of a trade association for the maintenance of prices, the protection against, and the conviction of, cycle thieves, and the holding of an annual cycle show. A committee was appointed to draft by-laws, and another committee to report on the ways and means of giving a local show. Some of the members favored giving a show themselves, but the most prominent members favored requesting the Associated Cycling Clubs to take hold of the enterprise.

## A GARDEN RUMOR.

NEW YORK, Oct. 30.—It is rumored that R. D. Garden will connect himself with the Overman Wheel Co. soon. Mr. Garden, however, contradicts the same in an interview.

## COLONEL POPE CREATED A SENSATION.

BOSTON, Oct. 28.—The greatest sensation of the week in cycling circles in Boston was the announcement of the price of '95 Columbia wheels at 100. The early announcement of this price, before the first of the year, is said to have been made, so that a certain other large house would not get ahead of the Pope people this year as they did last in the announcement of price.

With this announcement comes another of equal interest. It is none other than that the Boston store will hereafter be only a branch establishment of the great house. This change takes place November 1, and the "young colonel" will take charge of the branch. Secretary Pattison and Mr. S. L. Dow will both take up their residence in the Nutmeg state. The salesroom of the Boston establishment will be retained and the riding school will be run as heretofore. The "young colonel" has been thoroughly trained for the responsible position which he is to occupy. He has been all through the mill, having spent two years in the shops at Hartford. He has the business of the house at his fingers' ends.

## TRADE CHANGES.

HAGERSTOWN, MD.—The Crawford Mfg. Co. announce their intention to engage in the manufacture of pneumatic-tired wheels.

HARTFORD, CONN.—The Pope Mfg. Co. has placed an order with Billings & Spencer for 30,000 bicycle wrenches.

PLAINFIELD, N. J.—Charles O. Lister, bicycles, reported as having placed chattel mortgage on record for \$500.

FORT WAYNE, IND.—A. C. Katt, bicycles, etc., reported as having placed on record deed for \$300.

BOSTON, MASS.—Chas. L. Razoux & Co., bicycle repairs, reported as having placed chattel mortgage on record for \$300.

FORT WAYNE, IND.—A. L. Randall, bicycles, etc., reported as having placed on record deed for \$350.

UTICA, N. Y.—Arthur F. Ferris, bicycles, reported bill of sale for \$1.

WACO, TEX.—The Parker Cycle Co., stock attached for claim of \$666.35, due the Western Wheel Works.

ROCHESTER, N. Y.—The Punnett Cycle Mfg. Co., incorporated by Reuben A. Punnett, Alonzo D. McMaster, Robert S. Willis, Byron H. Punnett, and Robt. J. Strassenburg. Capital stock \$5,000.

PLYMOUTH, IND.—The Plymouth Cycle Mfg. Co., incorporated by Willard W. Sims, F. Celiste Simons, Martin D. Smalley, F. W. Laukeman, and Samuel Parker. Capital stock, \$100,000.

SYRACUSE, N. Y.—H. M. Dodge, C. O. Barnes, and others, reported to be organizing a company, with a capital stock of \$150,000, to manufacture bicycle patented by Mr. Barnes, 503 Southwest Street, now occupied by Dodge & Son, is to be enlarged for the location of a factory. Barnes' internal lap joint is to be the distinctive feature of the wheel.

RICHMOND, VA.—N. Leonard, bicycles and sporting goods, at 908 East Main Street, has opened a repairing department, with J. Hoyle, of Chicago, in charge.

MUCKWANO, WIS.—The Mystic Bicycle Co. is being organized with A. H. Craig, as president; K. D. Camp, manager; O. D. Palmer, secretary; P. P. Camp, treasurer.

MORRISON, IOWA.—W. F. Wilson, hardware, bicycles, etc., succeeded by L. J. Morrison.

FINLEY, OHIO.—The Kellogg Seamless Tube Co., reported as being reorganized by John C. Polley, of Boston. A majority of the creditors are stated to have assigned their claims to the International Trust Co., of Boston, looking to the proposed reorganization.

CHATTANOOGA, TENN.—H. Clay Evans, Jr., is at the head of a new firm which will shortly open a bicycle salesroom on Market Street.

ELKHART, IND.—A company has been formed to manufacture bicycles, with a capital stock of \$35,000, with facilities to turn out 1,000 wheels next year. H. E. Bucklin is president; P. E. Hill, vice-president; D. N. Weaver, secretary, and W. L. Collins, treasurer. A specialty will be made of commercial wheels.

LOUISVILLE, KY.—The bicycle dealers and agents of this city, representing twenty exclusive bicycle houses, and six other merchants who handle wheels as a side line, are agitating the question of a local trade organization.

CHICAGO, ILL.—In a canvass made by the *Inter Ocean*, as to the trade conditions of the city, three leading bicycle firms, reported as having employed 1,687 operatives in September, 1894, against 2,075 in September, 1893, a decrease of 328 employees.

SOUTH AMBOY, N. J.—Alfred Clark, hardware, bicycles, etc., reported to have given bill of sale.

COLUMBUS, GA.—Frazer & Dozier, hardware, bicycles, etc., partnership reported dissolved.

MILLHEIM, PA.—James C. Smith, hardware, bicycles, etc., succeeded by Hosterman & Stover.

## THE POPE MFG. CO.'S BIG CHANGE.

BOSTON, MASS., Oct. 30.—Details are hard to obtain but it is a fact that the consolidation of the Pope Mfg. Co., the Hartford Cycle Co., and the Hickory Wheel Co. is settled. All machines will be made in the same factory and all will probably be sold under one name. They will range in price from \$40 up, according to the most reliable information that can be obtained and will come in all sizes from twenty-four-inch wheels up. One traveling man in each district will sell all grades of goods, and a big force will be put out.

## "Strictly Informal."

A congenial party of ten cycle newspaper men and cycle tradesmen gathered at the Wellington hotel in this city on Tuesday evening last as the guests of Kirk Brown, and William Cahn, of the Dunlop Tire Co. The informal luncheon that was announced turned out to be an elaborate "spread" and kept the guests till an early hour in the morning. The informality of the occasion was in the good fellowship displayed.

## Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind.



## ENGLISH TRADE NOTES.

LONDON, Oct. 20.—I am now at liberty to describe Messrs. Humber & Co.'s latest design in ladies' safeties about which so many rumors and hints have appeared in the English wheel press of late. It is the invention of C. W. Brown, and is of entirely novel construction. As a matter of fact the frame is what may be termed a self-locking one, that is to say when the last tube is placed in position it is bound together to a certain extent by its own angles, so that if the various portions were only bolted together at each joint by a pin, which left each tube free to work upon it, it would still be perfectly rigid vertically. The frame, which is merely held together by swiveled joints, proves that this claim is correct and that the greater portion of the strain usually imposed upon the brazed joints is removed.

The diagonal from the saddle-lug is carried some four inches below the crank-bracket, which it bisects, and the upper backbone descending from the top of the steering-head, joins this diagonal at the crank-bracket, the lower backbone from the bottom of the head being united to the diagonal at its extreme end. From the rear hub round forks are carried forward passing through lug-rings on the diagonal and upper backbone, and terminating in a dead-end lug on each side of the lower backbone. The main rear fork thus formed slopes slightly upward from back to front, being approximately level with the top of the crank-axle chain-wheel, so that the lower front tube, between the dead-end lugs and the head, is considerably shorter than is the case on the ordinary ladies' safety—where it is carried directly to the crank-bracket—and is, in addition, stayed on each side, and again at the bottom of the diagonal, an arrangement which insures great rigidity. From the rear fork-ends the usual tubes ascend to the saddle-lug, but an addition of great importance is the employment of an extra rear fork, which is carried from the main fork-ends forward and downward, and connected at its forward extremity to each side of the lower apex of the triangle formed by the lower backbone, the diagonal, and the forward extensions of the tubes forming the main rear fork. This lower rear fork is really a tension stay and is formed of very light tubes braced together by a strut placed about two inches in front of the rear wheel, the tubes thence being carried forward to dead-end lugs on each side of the triangle already described. It will thus be seen that immense rigidity is obtained. The machine weighs with gear-case, dress, and mudguards, thirty-one pounds, and can be made lighter if desired. The trial machine has proved very satisfactory. The pattern as built for a lady [i. e., open fronted] is amply strong enough, but it can be made to resemble the diamond frame by the addition of a tube. One great point is that the crank-bracket, being in a central position between the four tubes forming the central and lower rear forks, can not be forced to either one side or the other, so that absolute alignment of the chain is secured.

The great tandem match which was to have demonstrated to the world the wonderful powers of the Boudard gear, came off last Saturday, and the geared machine was hopelessly out of it. I have, throughout the controversy, which has raged upon the matter, maintained that there was no extra power given by the gear, and the result of the match proves that I was right. The thanks of the trade are due to the Whitworth Cycle Co. for taking up the challenge rather hastily issued by the Boudard Gear Co. Schofield and Relph have done much by defeating Oxborrow and Sansom to show upon what flimsy pretenses the complicated gears are now offered to the public.

A new pattern chain has just been brought out by the Cycle Component Parts Co., called the Pivot chain. In this the use of round rivets is dispensed with and the links are connected by pins, one side of which is shaped like a knife-edge, somewhat in the style of the pivot bearing of a pair of scales. It will thus be seen that as the links are deflected in passing over the gear-wheels, they rock on the pivot-edges of the pins or links so that there is no friction. It would of course be impossible to construct this chain with the ordinary central block half link, so this is dispensed with and replaced by four plates of the finest steel, which are placed side by side and have the holes through which the pivots pass protected by pen-steel bushes. The chain is considerably lighter than the usual block variety, but I am anxious to see how it wears. I fear that in time the pivot-edges will cut into the steel bushes to a very considerable extent.

Rumor has it that the Raleigh Cycle Co. have amalgamated with Messrs. Humber & Co. If so I can understand G. P. Mills ostensibly leaving the latter firm to take over the management of the Raleigh Works some fortnight since. I suppose that the trade done by Messrs. Humber & Co. has been so great that more room is needed. Otherwise I am at a loss to understand the amalgamation. By the way, although it has been largely talked about during the past week and has been openly published in one cycling paper, no official confirmation has yet been given to the report by either company.

I hear that it is more than likely that several of the larger manufacturers, who have in the past supported the National show, will exhibit at the Stanley venture this year. If this is so it can not be very long before the

good old days of one show only return, which will be an excellent thing for the trade generally.

WILL O' THE WISP.

## TRADE DOWN IN TEXAS.

DALLAS, TEX., Oct. 26.—Plans are already being laid by the dealers for an extensive cycle business in Texas during the season of '95, and there is evidently method in their madness, as from an agricultural standpoint, the past season has been a very successful one in Texas. It is true that the price being realized by the farmers for their products is alarmingly low, still at the same time the crops are, taking them as a whole, unusually large, and the necessarily large amount of money it takes to harvest an exceptionally large crop, serves to put a great deal of money into circulation, and consequently in a great way to offset the low prices.

The bicycle manufacturers are awakening to the fact that the fall and winter season in the south is the busiest of the year, from a commercial standpoint, and also that the cycle season in Texas begins far earlier than in the north. The new season in the south is entirely governed by the new models; just as soon as the new models are out, the new selling season commences, and by the time the northern trade begins to rush, trade in the south is beginning to wane.

The southern dealers, however, watch the cycle papers, and are decidedly wary about placing '95 orders until they see what all the leading wheels have for the '95 trade. At the present writing it seems to be the policy of some of the manufacturers to rush out their next year's models, and as a consequence they expect to get the early southern trade. In this they may be partially successful, still they will find that the dealers in the south are about as "up to date" as those to be found anywhere, and that those who place their orders for '95, without first seeing what the real '95

models are are the exception. Those manufacturers who come south now, or rather send their representatives south to make preliminary arrangements will find it decidedly to their advantage. An acquaintance with the dealers prior to the show will be very useful when these people are in Chicago, and at equal conditions, they will very likely be favored to no small extent.

This next year the new selling season of bicycles in the south will be governed almost entirely by the Chicago cycle show. As soon as the show is ready, it will be reasonable to suppose that all of the new points will have been sprung, and the standard price will have been agreed upon.

The great Texas state fair is now in full blast, having opened up here on October 19, and will be open until November 4 or 5. There are two very creditable exhibitions of bicycles, both of which are attracting a great deal of attention, and will doubtless reward their promoters for their enterprise. The Covey Bros. Cycle Co., of Dallas, have a splendid stand and the arrangement of the wheels shows most excellent taste. Their line comprises Ramblers, Stearns, Columbias, Western Wheel Works, and a '95 model Waverley is expected before the close of the fair.

The Rambler wheels exhibited include two tandems, one for a lady and gentleman, and the other for two gentlemen. A very attractively painted card calls attention to the world's records made on Rambler wheels and Rambler tandems, and a few words together with a bar of the music of "Daisy Bell" on a card attached to the tandem for lady and gentleman has faithfully served its purpose, taking the "Daisy Bell" comments for a basis of calculation.

The Columbia, Stearns, and Western Wheel Works wheels, which complete the exhibit, are all attractively labeled, and a large photograph of Edgar Boren, the Dallas crack rider, who is at present beyond question the Class A king of Texas, adds greatly to the popularity and interest displayed around this exhibit.

The Covey brothers, proprietors of the cycle company bearing their name, deserve a great deal of credit for the beauty of this exhibit, and their enterprise and pluck places them in the foremost ranks of the Texas cycle trade.

The Marble Cycle Mfg. Co., of Plymouth, Ind., have a small but catchy exhibition of their line of wheels. That is, their space is small, but they have it so utilized as to show up the entire line to the very best advantage. Eugene I. Welch is in charge, and the constant stream of visitors who visit his stand, and the interest shown by Mr. Welch in fully explaining all the merits of the Smalley wheels, has already placed that gentleman in a fair way to become popular, both with the trade and the cycling fraternity in general.

The Smalley track racer, the lines of which are very handsome, seem to be gaining considerable favor among the racing men. The handle-bars attached to the fork crown are considerable of a novelty, and on account of their peculiarity serve to keep Mr. Welch busy answering questions on this point alone a good portion of the time. The Marble company have as yet no Texas trade, this being their first effort for business in these parts, but they are evidently going to make themselves felt from this time on. As yet





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**203  $\frac{3}{4}$  Miles in 12 Hours.**

**100 Miles in 5:06:13.    200 Miles in 11:46:25.**

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**LOUIS GIMM, C. W. C, ON THE TRIANGLE.**

**THE PEERLESS MFG. CO., CLEVELAND, OHIO.**

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast.

THE SELTZER-KLAHR HDW. CO.,

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# The Royal

**BUILT** { By the best paid workmen.  
Of the highest priced material.  
On the most graceful lines.

**ROYAL CYCLE WORKS,**

**MARSHALL, MICH.**



they have not decided whether they will handle their wheels in Texas through a branch of their own in Dallas, or secure a jobber to handle them. The fancy enamels in which the Smalley wheels are finished are a novelty in Texas, and visitors at the fair will be sure to give Mr. Welch a chance to answer all the questions he wants to.

F. Howard Tuttle, of the Stearns company, visited Dallas, Fort Worth, and Waco in the interest of his firm last week, and then left via the El Paso route for the City of Mexico, in which city the Stearns company expect to open up a trade on their wheels. Incidentally, Mr. Tuttle will endeavor to square his side partner, E. C. Bode, with the gentlemen in Mexico, with whom Mr. Bode has been placed in a disagreeable position, on account of some misconstrued remarks made by him which were, perhaps, taken too literally. Mr. Tuttle closed an arrangement while in Waco between the Stearns company and T. N. Parker, and the latter gentleman will travel Texas in the interests of the Stearns company. In selecting a representative, the Stearns company have certainly made a wise selection, as there is no better posted gentleman in the Texas trade than Mr. Parker, and being a very hard worker, his wide acquaintance will enable him to represent his firm's interests to the very best advantage.

Rumors are afloat from which it is to be inferred that there will be a half dozen or more special men in the south for the various well-known wheels, and some of the manufacturers are making special efforts for the Texas trade alone. Among the reports which are corroborated is one to the effect that the Yost Mfg. Co. have engaged C. L. Rierson to look after their southern trade, and it is also stated, with considerable show of authority, that the Indiana Bicycle Co. will establish a branch in Dallas for the distribution of Waverleys.

Mr. Fowler, of the Hill Cycle Mfg. Co., was in Fort Worth quite recently, and the report has gained considerable prominence that L. E. Day, of the Day Cycle Co., of Fort Worth, is to look after the state agency of the Fowler, but Mr. Day himself fails to confirm the report, but states that he has the matter under advisement.

The Monarch company have had Mr. R. F. Bunting in the state for two or three months looking after their interests, and he will very likely retain this part of the country permanently for that firm, as he is well-known all through the south.

Taken as a whole, the outlook for a good business for '95 is very promising all through the south, and particularly in Texas, where the crops have been very large and the country is certainly enjoying an era of prosperity.

A. L. Pope (the "little colonel") will have charge of the Boston branch of the Pope Mfg. Co. next year.

### Double-Tube Tires Supreme.

In February of 1894 the makers of the G. & J. tires reported an increase of tire business for the month previous over the corresponding month of 1893 of over 400 per cent.

The outlook at that time was that the single-tube tire had seen its day, and the prophecy then hazarded has been fulfilled. Of the number of tire manufacturers who were making single-tube tires only one of any prominence at the present time adheres to that type, the others having adopted the double-tube, detachable type in one or the other of its many forms.

The large orders which are being received by the makers of the G. & J. tires alone indicate an ever-increasing regard for the double-tube tire. The reason is obvious. It is no more easily punctured than any tire, and a permanent repair is more readily affected than a temporary, makeshift repair in the other type. Furthermore, it is cheaper to replace a part of a damaged tire than it is to substitute a new tire complete.

The double-tube detachable tire has proven itself not only more durable and reliable than the single tube, but also faster. Time and again world's records have been broken during the past year, but always on double-tube tires. The fastest mile ever ridden—1:50 flat—was done on regular G. & J. double-tube racing tires, made just like the road tires, only lighter.

The double-tube tire is softer and more pliable than the single tube, for the same reason that two separate pieces of cloth are more pliable than the same two pieces cemented together.

Knowing that the detachable double-tube tires are more satisfactory in every way, and cheaper in the end, both to themselves and to the riders, dealers are, as a rule, insisting upon receiving wheels fitted with that type of tire.

### Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women and even old men would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill.

### To Manufacture Bicycle Specialties.

Articles of incorporation have been filed in the county clerk's office of Rochester, N. Y., of the Hall-Shone Co., which proposes to engage in the manufacture of bicycle specialties, and especially mudguards. The capital stock of the company is \$10,000, and the incorporators are Ephraim H. Hall, James W. Shone, and Herbert L. Hall.

# Fine Work Will Tell.

YOU MAY NOT BE ABLE TO PURCHASE A TRIBUNE QUITE as CHEAP as SOME OTHER WHEELS, BUT IT WILL GIVE YOU SATISFACTION AND YOU WILL NOT REGRET the PRICE.

The following letter is a sample of what is thought of Tribunes:

TRIBUNES are built for the rider, and those who have them are always ready to speak in their praise.....

North Vassalboro, Me., Aug. 24, 1894.  
THE BLACK MFG. CO., Erie, Pa.

Gentlemen: I think it is my duty to write and give you the praise which you richly deserve in the manufacture of bicycles. I bought of you about two months ago, a Model F (25 lbs.) and can not speak too highly in its favor. I have ridden almost every popular machine, but never saw one that I would exchange mine for. For lightness, easy-running, and hill-climbing, it is far superior to any which I ever saw, also a very handsomely modeled and finished wheel. Since buying mine I have sold a Model C, and the party that has it could not be persuaded to ride any other.

Wishing you unbounded success, as your wheels merit, I am  
Yours truly,  
T. M. WILLIAMS.

Buy a TRIBUNE and see how it seems to ride a perfect wheel. The Cycloidal sprocket is itself a revelation to you.

Write for Catalogue and apply for agency.

THE BLACK MFG. CO.,

ERIE, PA.



## HERE AND THERE.

There should be no other bicycle used in 1895, with Columbias at \$100.

Counting the French, Belgian, and Australian championships, as well the English, Irish, and Scotch, it is found that during 1894 thirty-three such national championships have been won on Dunlop tires, out of a possible forty-two, leaving but nine for all other tires.

The statement in THE BEARINGS of Oct. 19, credited to Kirk Brown, of the Dunlop Tire Co., that "in regard to the universal thread idea that it would be entirely out of the question for the Dunlop people to change their valves to meet the requirements and that it will therefore be impossible to enter into such a plan" was a mistake on the part of one of our correspondents. The Dunlop Tire Co. have adopted the universal thread idea and will use it hereafter.

Percy Patterson, of Detroit, who recently broke the half, one, and five mile Michigan state record in 1:05, 2:13½, and 12:38, respectively, rode a National. He also rode a National when he broke the six, seven, eight, and ten mile records at Cleveland.

The Rich & Sager Co., of Rochester, have been succeeded by the Sager Mfg. Co. This is not a change in any way except in style. The management and control of the business will remain exactly the same. The officers of the Rich & Sager Co. are James H. Sager, president; George C. Sager, secretary; Fred W. Zoller, treasurer. They will hold the same positions in the new company.

There'll be but one list price for so-called "high-grade" bicycles next year—the Columbia price—\$100. Shall you have difficulty in choosing your bicycle for 1895?

H. S. Robinson, of Meadville, Pa., inventor of the home trainer bearing his name, writes that he is now ready to furnish large two-foot wall dials, representing one mile, to be attached to the trainer for racing purposes. Mr. Robinson has sold a large number of his machines this year, and expects to do even better next season.

The Eastern Rubber Mfg. Co. write us that they are putting on the market a new mechanically fastened tire called the Arrow, specially adapted to fit Crescent rims, either wood or steel. This tire has no bolts, clincher, or any cumbersome, or complicated form of attachment. They state that it is made to weigh only three pounds per pair, complete, and that the shoes and tubes are as well and as heavily constructed as any of the heavier road tires. They fully guarantee it, and report that they sold 9,250 pairs last week. Among their orders was one from the Eclipse Bicycle Co., of Beaver Falls,

Pa., for 5,000 pairs. The orders which they have received for cemented tires of their Rex and Climax pattern are quite large and unexpected at this time of the year.

One day last week Rouse, Hazard & Co., Peoria, Ill., received an order for cycles from Tahiti (one of the small Pacific Islands in Oceanica), one from Calcutta, India, and another from the City of Mexico. Orders from foreign countries are of usual occurrence with this well-known house, but the above breaks the record for a single day.

"As good as a Columbia" will be impossible in 1895 with Columbias at \$100.

Manager Straus, of the Newton Rubber Works, has under way a new wrinkle in clincher tires, or rather a new idea in the flanges of such tires. It is reported to be a most ingenious contrivance which will effectually prevent "blowing out of the rim" and consequent explosions.

P. J. Berlo will be seen again on the track in the Madison Square Garden races. He is building for himself a special racer, with nearly straight front forks, to hold the turns. This machine will be light and Berlo will fit it with Palmer tires, as these are the only tires, so he declares, that he has found to hold the turns. Berlo will be married in a short time. His cycle manufacturing business will be greatly enlarged another year.

Columbia bicycles in 1895 at \$100! Impossible! No. Only impossible for others to produce like quality at the price—or to charge more.

East India stick grapholine, the original chain lubricant, imported by Prince Wells, has met with wonderful success the past season, a large quantity having been exported to England, Germany, France, and Russia, and the demand continues to increase. Agents should send for electrotype for their 1895 catalogue.

George H. Van Embergh, the professional, has been subjecting the League Chainless to some hard tests. The following certificate from the young "pro" is a story in itself: "I hereby certify that I rode the 1895 model League Chainless, weighing twenty-five pounds, fitted with Simplicity 47 tires and wood rims this afternoon, from Arlington to Paterson, N. J., and return, a measured distance of thirty miles in 1:25:00, and find it the easiest, and I believe the fastest running wheel I have ever mounted."

C. R. Coulter, the Yost team man, was the rider the Yost Mfg. Co. started to ride from Toledo to San Francisco. Coulter had no known speed when he started, but took part in a number of small meets in towns through which he passed. His showing at Denver gave him the start he needed and he became a circuit chaser of prominence.

## FIVE-MILE RECORD BROKEN.

**Bert Van Nest Wins the South Side's Race**  
—Swenson an *Aeolus* Winner.

Bert C. Van Nest made the South Side Cycling Club's road race on Sunday a memorable event. The distance was five miles and Van Nest, who rode from scratch, took first place and won first time prize by covering the distance in 11:19, breaking the American record. The previous record was 12:09 made in Philadelphia on a straight course, Van Nest riding the Vincennes avenue course with turns. He was paced by F. W. Osmun and Tracy Holmes on a tandem, holders of the American ten-mile tandem record, and P. B. Wilson, F. A. Osmun, G. E. Bicker and J. H. Schroeder on singles. Following is the order of the finish:

	Handicap.	Time.
1. B. C. Van Nest.....	Scratch	11:19
2. Frank Wilson.....	3:30	14:50
3. G. Symonds.....	4:00	15:30
4. J. H. Schroeder.....	1:00	13:20
5. H. Fairman.....	2:30	15:16
6. Charles Haengsen.....	2:30	15:18
7. C. E. Jones.....	2:00	14:57

O. F. Erickson and V. Loos were the judges, with A. J. Breslen starter, and G. J. Duffett, Durand Holmes and E. M. Spike, timers.

*Eagle*  
*Eagle*  
*Eagle*  
*Eagle*  
*Eagle*

**Eagle Bicycles with Aluminum Rims are made at Torrington, Conn.**



## CHICAGO TRADE NOTES.

Mike Dirnberger will travel in the interests of the Sterling Cycle Works in New York state. He will not come to Chicago.

"The only Billy" Atwell, smiling face, stovepipe hat and all, is in Chicago in the interests of the New Mail. A new agency is to be established in Chicago.

There are at present a number of empty stores on Chicago's downtown Cycle Row. Should all the firms now contemplating opening retail stores materialize there will be not an empty store on the Row when springtime comes.

W. C. Brewer, of the Yost Mfg. Co., closed a large deal with Janney, Sample & Co., a large hardware firm of Minneapolis for Falcon wheels in the states of Minnesota and the two Dakotas.

It is reported that the Dunlop Tire Co. will shortly open Chicago offices at 289 Wabash Avenue (Cycle Row) on the second floor. The Raleigh Cycle Co. and Premier Cycle Co. offices were on this floor.

Harry Tilloston, formerly with the Stokes Mfg. Co., Chicago, expresses himself more than pleased with Boston. Tilloston occupies a "comfortable berth" with the Union Cycle Mfg. Co. on Columbus Avenue.

Again are the employes of the Sieg & Walpole Mfg. Co. being steadily employed for the winter in making up the Perfection repair kits. Sieg & Walpole originally built up this business in repair kits, and when it outgrew them, turned all over to the Ferris-Wheeler Mfg. Co., which failed.

Sundries will be manufactured and extensively wholesaled hereafter by the Sterner Cycle Co., 597 West Madison Street, in West Side Cycle Row. Chain lubricants, repair kits, toe clips, etc., will be sold as cheap, and will be as good, as any on the market. The company will exhibit at the cycle shows.

Bicycle riders have had good cause from the beginning to give thanks to Colonel Pope, but in 1895 there will be congratulations everywhere for his bold action in lowering the price of all bicycles to \$100 by making that the price for the Columbia—unequaled, unapproached.

H. G. Rouse, of Rouse, Hazard & Co., Peoria, was in Chicago this week. Rouse, Hazard & Co., once agents for all the high-grade wheels, are now marketing the Sylph and Overland of their own manufacture. During the past season over 6,000 of these wheels have been put out, and Rouse, Hazard & Co. will increase this number during '95.

Mr. Chapman, of the Columbus Bicycle Co., was in Chicago Friday and Saturday of last week. He closed several nice contracts in this city, one for 250, another for 500 wheels. This company is building wheels to order this season, and is rapidly disposing of its season's output of 10,000 wheels, in large orders.

L. D. Cabanne rode a quarter-mile unpaced at Decatur last Sunday in :25. Rigby and L. C. Johnson went the same distance on a tandem, also unpaced, in :23. Bernhardt and Goetz traveled an unpaced third in :31 $\frac{1}{2}$ , the quarter and third at 1:32 and 1:35 gait. All were on Cleveland wheels fitted with Palmer tires.

The speed and reliability of the G. & J. racing tires has again been successfully demonstrated. The century record was reduced to 4:37:56 $\frac{1}{2}$  by Bert Harding, who negotiated the entire distance without a dismount. His mount was a No. 9 Rambler, fitted with light G. & J. racing tires on steel rims, and not a puncture or damage of any kind was sustained by the tires or wheel.

The Fulton Machine Works, makers of the Thistle safety, a wheel that has won race and record honors innumerable the past season in Chicago, plans to greatly enlarge the factory the coming year. The company will place no men on the road, as they can place an output of 1,000 to 1,500 wheels in Chicago and vicinity. The Thistle was one of the original light wheels of this country and has been very successful.

James Joyce, Jr., of the Pope Mfg. Co., passed through Chicago last week on his way to the Pacific coast, where he will spend the next ten months in selling Columbias. The bright young Irish-American is enthusiastic over the outlook for next year. He says that he has never started on the road before feeling more pleased with the goods he has to sell. He had

with him the front wheel of the '95 Columbia. It is staunch and light. The barrel axle is a new feature. It is about three-quarters of an inch in diameter, but the axle itself is the same size as this year. This makes it stronger and far more handsome than the needle-like axle of '94.

Harry J. Cassady, formerly of the firm of Thorsen & Cassady, has allied himself with the firm of Roger B. McMullen & Co. as western manager. Early in September it was announced that Mr. Cassady had become connected with the Western Wheel Works. This was premature, so Mr. Cassady says. In future Mr. Cassady will cater to a somewhat different trade than heretofore, inasmuch as he handles no finished wheels. Instead he will handle Garford and Hunt saddles, which he has advocated for years. The '95 samples confirm him in the belief that these two companies have no superiors in this line. R. B. McMullen & Co. are also general U. S. agents for the Hartford Rubber Works and will actively push the Dunlop and famous single-tube tires. Mr. Cassady will manage the Chicago store and office, located at 139 Lake Street.

### G. & J. Tires in France.

G. & J. tires will be manufactured in France, a license to manufacture them having been given to Vital Bouhours, 34-36 Rou des Archives, Paris, France. The G. & J. tire has been well received in that country, and bids fair to have a large sale in 1895. This is one of the results of Mr. Gormully's European trip.

### Monarch Electric Cycle Lamp.

A. J. Rousseau, electrician of the Monarch Cycle Co., is experimenting with an electric cycle lamp which will be far ahead of anything yet produced in this line. The storage battery and lamp will weigh less than one pound, and will furnish light for upward of 350 miles of riding, and it is expected that the outfit will list at \$10, and can be recharged for further use for 25 cents. The lamp will be on the incandescent order, consisting of only a glass bulb and aluminum reflector.

### Ordered 1,000 Fowlers.

While in Chicago last week B. B. Emery, the hustling Boston dealer and red-hot Fowler agent, contracted for 1,000 Fowlers for the season of '95. B. B. Emery & Co. disposed of over 700 Fowlers in New England this year and was only prevented from making the number a thousand by inability of the factory to follow the pace set by this energetic Bostonian. The factory will have increased facilities this year, adding one floor of the large building at 142 and 144 West Washington Street, where they have been located for the past two years.

CAN YOU KEEP A SECRET?

..TEMPLE SPECIAL..

Regular road wheel for '95 weighs 25 lbs.

High frame and 5 $\frac{1}{2}$  inch tread.

IS A JIM DANDY BICYCLE  
AND JUST THE WHEEL TO HANDLE.

ADVANCE CIRCULARS AND PRICES ON APPLICATION.

Ralph Temple Cycle Co.

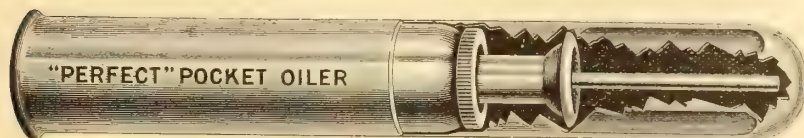
2208 Michigan Ave. CHICAGO.

Removed from 158 22d St.

## SAVE YOUR WHEEL

By oiling it properly with the best oil can in the world, the

"PERFECT" POCKET OILER.



FULL SIZE.

This oiler does not leak. It regulates the supply of oil to a nicety. The "PERFECT" is highest grade only, and has won every competitive test. Although many oilers were shown at the World's Fair, the "PERFECT" received the only medal awarded.

PRICE 25c. EACH.

Oiler Holders or Pump Holders, 25c. each. "STAR" Oiler, second to none but the "Perfect," 15c. each.

CUSHMAN & DENISON, 172 Ninth Ave., N. Y.

MENTION THE BEARINGS



*The Proof of the pudding  
is in the eating.*

*Indianapolis Tires.*

HAVE STOOD THE TEST

For OTHERS; they will stand the test for YOU.

Write for samples and prices. **TRY THEM.**

**INDIANAPOLIS RUBBER CO., Indianapolis, Ind.**

MENTION THE BEARINGS

BELOW HALF PRICE.

.....

BELOW HALF PRICE.

## Reduction Sale of Bicycles!

.....500 WILL BE SHIPPED IN THREE WEEKS. ....

FIRST CONSIGNMENT OF 100 JUST RECEIVED.

AN OPPORTUNITY NEVER TO BE OFFERED AGAIN.

# CENTURY NIAGARAS

ONLY \$47.75.

THINK OF IT!

### Details:

High Grade, 28-inch front and rear wheels, 1 $\frac{3}{4}$  inch Morgan & Wright pneumatic tires. Our own make cold-rolled sheet steel or wood rims. Adjustable ball bearings all around. Latest pattern, braced "Diamond" frame, constructed of "Credenda" tubing. Detachable rear sprocket wheel. Improved, specially hardened, block chain. Detachable round cranks, 6 $\frac{1}{2}$  inch throw. Our own make, absolutely dust-proof ball pedals. 9 inch ball bearing steering head. Seamless steel  $\frac{7}{8}$  inch tubular handle-bar, curved for comfortable position. Sager, Bergfels, or Butler & Ward saddle. Round step. Tool bag with two wrenches, oil can, and air pump. Gear, 63 inch. Weight, 28 pounds. Finish, fine black enamel with fittings and spokes heavily nickel-plated on copper. All parts interchangeable. Factory price, \$100.

ALL BRAND NEW, HIGH GRADE MACHINES, DIRECT FROM THE FACTORY. ONE YEAR'S CERTIFICATE GUARANTEE GOES WITH EACH MACHINE. NOW IS THE TIME TO BUY. WILL GIVE CREDIT TO RESPONSIBLE PERSONS.

## A. B. WHITE,

TERMS, C. O. D.

MENTION THE BEARINGS

8 ARCADE BUILDING, FT. WAYNE, IND.



# THE BEARINGS

Vol X  
No 15

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, NOVEMBER 9, 1894.

## NINE NEW RECORDS.

### Tyler and Porter Make Successful Attacks on Father Time at Waltham—Tandem Records.

WALTHAM, MASS., Nov. 2.—Nine bicycle records went by the board at Waltham to-day. Five of them were world's marks and the other four were Class A records. Porter and Haggarty and Williams were the breakers. Porter took one from Johnson and a couple from Tyler. Porter took a world's third, two-thirds, and three-quarters, Class A quarter, half, and mile. Haggarty and Williams took two world records and a Class A.

The conditions were very favorable for record work and the time between 2:30 and 3:45 especially so. After that time the cool night air began to make itself felt and a sharp wind blew across the track. Within that time, however, the air was absolutely quiet and the sun warm enough to allow full racing togs instead of the heavy sweaters, with which so much work has been done lately.

The work began shortly after 3 o'clock, with Porter's try at the Class A flying half with pacers. He wanted to break his own mark of :54 for the half. He did it, and incidentally got a world mark for the third and a Class A mark for the quarter. He was paced by Callahan, Bert Howe, and Wisner on a triplet, and Haggarty and Williams on a tandem. Haggarty and Williams have not yet conquered their tendency to run away from their man in pacing. This fault led to the finishing of the half alone, twenty-five feet in the rear of his pacers. Otherwise the pacing was clean. His times were as follows: Quarter, :25½ (best previous, :26½, made by himself at Waltham); third, :34½, world's (best previous, :35, made by Johnson at Waltham); half, :53 (best previous, :54, made by himself).

Harry Tyler then made

#### His First Unsuccessful Attempt

since the famous afternoon in July, when he fell on the turn. He tried to get the flying two-thirds paced, now held by Johnson at 1:11½. He was paced by Gardiner and Bainbridge, and McDuffie and Coleman, and the pick-up was cleanly and cleverly made, but he went the distance in 1:12. His time for the quarter was :25¾; for the third, :35, and for the half, :53¾.

Porter then attacked the world's standing mile with pacers, held by Tyler at 1:57¾. He just lost that by a fluke, but got the standing paced Class A mile with ease. Incidentally he got the two-thirds and the three-quarters world's paced standing records. He had the same pacers who carried him in his previous attempt. They did their work better this time. Porter has a habit of following his tandems so closely that when they swerve the least bit, he is obliged to swing quickly. This habit sent him off the track into the grass at the first turn of the last lap. He lost fully 3 seconds by it and had it not been for that he would have had the world's standing paced mile with ease.

He got under way well and striking his top speed cut a terrific third, going the distance in :33. Getting into the back, he got tacked well on to his teams and from then till the second, when he went over the curb, rode exceedingly well. His times are here given: Quarter, :33; third, :42; half, :59¾; two-thirds world's 1:18¾ (best previous, 1:19½, made by Tyler at Waltham, August 4); three-quarters, 1:28¾ (best previous, 1:29, made by Tyler at Waltham, August 4); mile, 1:58½ (best previous, Class A, 2:00, by Porter at Waltham).

#### This Ended the Single Record Work

for the afternoon. Haggarty and Williams then thought they would go for some tandem marks. They succeeded in getting three, two world and a Class A. They were paced by the triplet, with Callahan, Howe, and Wisner on it. Their times: Quarter, :25¾ (best previous, :26½, made by themselves, world's); third, :34¾, world's (best previous, :35¾, made by themselves); half, :53¾ Class A (best previous, :54¾, made by themselves).

## JOHNSON AMONG THE RECORDS.

CHILLICOTHE, OHIO, Nov. 7.—The Stearns team arrived here last Friday and since that time have been having a good time among the records. The aggregation of racing men are quartered at the Carson House, with training quarters at the kite-shaped track. Tom Eck has fourteen men here with him, who ride as follows: W. A. Rhodes, Pat O'Connor, Herbert

Seavey, and C. H. Callahan on the quadruplet; Louis Callahan, C. M. Murphy, and A. D. Kennedy on the triplet; Mayo and Saunders on one tandem and H. R. Steenson and F. Anderson on the other.

Johnson was started for records the second day he was here and succeeded in lowering Tyler's third mile, flying start, from :34¾ to :32¾. He also got Tyler's flying half, reducing it from :52½ to :51¾.

It rained here Saturday and Sunday and a few light showers fell on Monday morning. But Eck had the men out in the afternoon and sent Johnson for the flying quarter of :23¾, held by A. I. Brown. Although the track was damp and sticky, Johnson went the distance in :23. The quad tried it and tied the time. The triplet duplicated the performance.

Yesterday Johnny went for two more of Tyler's marks and got them. He landed the standing third in :39, cutting two-fifths of a second off the record. The half mile, standing start, was brought down from :57 to :55½.

## FIGHTING FOR BETTER HIGHWAYS.

LOUISVILLE, Nov. 5.—The wheelmen of this city are very much interested in the election tomorrow, when the park bond question is decided. There are no wheelmen candidates. The board of park commissioners have asked for an appropriation of \$1,000,000 to complete the system of parks and parkways now under way. The money, if secured, will be spent in four years. Were it not for the commission, the riders of this city would have no decent street or road upon which to ride. The parkway on which the carnival will be held on next Wednesday night is a part of their work and if they receive the money for which they have asked, they propose to build a parkway to reach from the park on the eastern boundary of the city and one from the western, both to connect with the present one from the southern. This would give us about twenty miles or more of such roadways as over which B. W. Twyman recently rode 340 miles in 24 hours.

The wheelmen held a meeting last week to which they invited the park commissioners, the attendance was the largest ever gathered of riders in the city. The visitors were called upon for remarks, and after some of the wheelmen had spoken, a committee was appointed to assist in working for the question. Only one week was left for the work, but that was not thought of as it is a question that concerns every rider. A wheelman will be stationed at every voting precinct during the entire day to ask for votes on the question. The only danger comes from the peculiar condition of our laws, which require that the measure shall receive two-thirds of the votes cast at the election. If the necessary number of votes are cast, there is no doubt of it receiving the necessary number of votes.

Gen. J. B. Castleman, president of the park commission, stated that his board kept a complete record of every happening in the parks, that the records show that twenty bicycles to one other kind of vehicle entered the parks; but on the other hand the complaints about infractions of the rules were in the proportion of one wheelman to twenty for other vehicles.

The only thing to mar the success of the wheelmen's carnival on Wednesday night will be bad weather. Over 1,800 people are now pledged to ride in it, and more are certain to join after they see the others making preparations for it.

Another local agent has given up the fight. R. J. Walker, who has handled the Lovell Diamond in this city, shipped all of the wheels on hand back to the factory and closed up his repair shop. Lack of business and the prospect of a hard and long winter before him is the cause given. Common rumor has it that four more firms will take the same action within a short time, but the parties named in the rumor deny it.

## GROSCH'S PHENOMENAL QUARTER.

NEW YORK, Nov. 6.—With a gale of wind at his back, and on a straightaway course, Paul Grosch, of Passaic, N. J., mounted on a Lyndhurst wheel, rode a flying quarter mile this morning, near Mont Clair, N. J., in :20½, lowering Johnson's best on record for that distance by :1 3-10. Competent men timed the trial, and there can be no doubt as to its accuracy. The wind was blowing at a forty-mile rate directly on his back. The attempt was made in connection with the road races of the Mont Clair Wheelmen.



## AS IN DAYS OF OLD.

**Chicago Cycling Club Riders Dig Up Their Old Ordinaries and Ride to Pullman—Lots of Fun (?)**

"It's a good thing, shove it along."

The third annual ordinary run of the Chicago Cycling Club last Sunday was an unqualified success. Headers were taken, but the number was not large; dismounts, more forcible than graceful, occurred, and here the number was of course larger than would have been the case, say six years ago. There was a fine of 10 cents for each dismount, of 25 cents for each header, of \$1 for first man in, and of another dollar for last man through the gates.

These fines will be devoted to the fund which THE BEARINGS has started for Miss Myrtle Hopkins, whose unfortunate accident was recited in last week's issue of this paper. Miss Hopkins will need this money and much more. The wheelmen, knowing this, decided to give up the usual bumper of sparkling champagne to this worthy cause.

The fines collected for dismounts and headers amounted to \$18.15, from first man and last man \$2, from safety riders, \$1.50 and \$5 was added by Barrett, the sum due Bliss for a bottle of champagne. This was a side bet that Bliss would beat Barrett over the line.

It was an all-around "good old ordinary" turnout. There were thirty-six ordinaries in line for the start.

### The Veterans Came Out in Goodly Numbers

and there were others who had learned to ride for the occasion only and who wished they hadn't before an hour had passed. As the wheelmen reached the clubhouse, the step was knocked off each machine, even before the riders dismounted. The job was done with a hatchet. There were many who objected to this sacrilege and the expressions of fright and consternation were very funny. These men could not do the pedal mount and had to have assistance, both going and coming.

The admiring populace witnessed with surprise the spectacle of three dozen men mounted on high wheels, product of the junk heap, apparently, and seeming to enjoy their fun. Good order was maintained down Prairie Avenue, Grand Boulevard, across Oakwood Boulevard to Drexel, thence by way of Midway to Stony Island Avenue.

Up to the time the paving ended at Seventy-ninth Street there had been

### Few Dismounts and But One Header.

The confidence of the men had increased to brag in some cases and the poorer unpaved roads, potato patch, and sandhill were forgotten entirely. Many took the car tracks and rode the soft stony going, while others were lucky enough to ride at the side of the tracks. Here was found good going, though stony. At the track crossing many came off their perch in laughable style, by reason of slippery tracks.

It was noticeable that there were very few men who had the hardihood to bend forward. All sat up straight and tended very strictly to business. The scenery was forgotten. Quite a crowd was stopped by train at the Grand Trunk. The six leaders passed the point safely.

### Over the Potato Patch,

which was poor after the recent rains, the men rode finely. There was no rut to follow, the men following a circuitous route through the grass and through the chuck holes. Good going was found along the car tracks, over the sandhill, and thence into Pullman the traveling was good and generally fast.

At the start of the bad roads a scorch started. Barrett, Van Sicklen, Nicolet, and Bliss led over the sandhill. Walden came up behind and passed through the gates first. Barrett fell while sprinting just after reaching the macadam roadway of Pullman. His tire came loose and doubled in the head. He fell heavily. He was picked up, and mounting, rode to the finish. His shoulder was badly strained and his face cut. This was

### The Only Serious Fall of the Day.

The front tire of A. W. Cleaver's wheel, came loose and he took a header on the sand. Tearing the tire loose the rest of the way, he wrapped it around his neck and rode in on the rims. George Thorne rode from Fifty-fifth Street on the rim of his rear wheel and started back. His wheel went to pieces and was thrown away.

At the Florence Hotel at Pullman, the old-time headquarters, the men arrived singly and in pairs. Thompson, who first rode an ordinary for this occasion, had a tight little finish with Jake Shiffman, who was also a beginner. Thompson won by six inches and Shiffman paid his dollar like a little man.

### Reminiscences.

The trip took two hours going out. For many it took six hours coming back.

A boy with a stick looked dangerous and every small dog looked as big as a cow.

Most of the men enjoyed the run hugely and will store their wheels for the season of '95.

And thus has the good old ordinary seen its day, except for such pleasant occasions as these.

John Bogue was on the '83 racing team of the club and had never ridden a safety. He came in finely.

It was an old-time gathering, one that warmed the hearts of the veterans, many of whom had renounced cycling of late, owing to business pressure.

Jake Shiffman, W. A. Thompson, Frank Hovey, H. J. Jacobs, H. E. Waddell, and C. K. Anderson rode high wheels for the first time and really rode finely.

When the run was over, the men washed up and gathering around the large grate fire told the stories of their trip, recalled the old times and cracked jokes.

Some of the men put their steps away when these necessary adjuncts were taken off and then replaced them at the first dismount. These were given an extra fine.

The safety riders evened up things for having their tires deflated and valves stolen by stealing pedals from the ordinaries. These they delivered on presentation of their valves.

The participants in Sunday's run, the year in which they started cycle riding, and the amounts of fines collected are given. Some there were who did not pay up in full. This was left to the honor of the man.

Previous to the run ordinaries were eagerly sought after. Some good ones were purchased for 50 cents (on time), while others cost \$1 from the pawnshops. The only stipulation was that the machines must never be brought back.

The gamins and kids on the streets took delight in yelling, "Baby on a high chair." "Oh, mamma, look at that." "Is it cold up there?" and similar expressions, while older people wanted to know "where the old junk heap was found," etc.

Arthur Lumsden, winner of the Pullman of '88, started on a safety and was chased away by George Thorne, who took a header in the process. Frank Osmun started, but gave up his wheel to Nugent, who fell before he could mount, by catching his foot in the spokes. Nugent was covered with mud when he finally came into town.

Jake Shiffman was a new rider on the ordinary. Jake says it was cruelty to animals to take off his step. He rode very little of the way back. He could not get on when once off his seat, and was helped on his wheel for the start back but when a mile out found he had forgotten to pay his bill and had to ride back.

Sam White, Beatson, and Spooner rode all the way from Garfield Park to Pullman and return, and each will certify that the trip from South Park over Fifty-fifth Street to Western Avenue and thence through Bridgeport to Douglass Park, was twenty miles and more long. White swore his old Champion with rams' horn bars had square balls in the bearings.

Charles Walker, traveling representative of Thorsen & Cassady, rode the most ancient ordinary in the crowd. This wheel was one left with A. G. Spalding & Bros. twelve years ago for repairs, and never called for. This had the saddle spring and clip, straight handle-bars, and cone-bearing pedals with round rubber. It had straight spokes and was fitted with a racing saddle.

It was the old-time crowd of hungry men that lined up for dinner, and ordered four meals each. The day was cold and dreary and some wanted to return by train. But the "All Hog" (Illinois Central) does not carry wheels now and many blue faces started for the long home trip. Sam T. White, who began riding in 1878, carried a camera, and even though the day was dark, took many fine groups which THE BEARINGS reproduces.

W. C. Thorne expected to catch the procession on Grand Boulevard. It went down Drexel Boulevard and the ex-king of western safety riders rode alone into Pullman. The strap on one side of his Star gave out and the last three miles and return trip were ridden with one foot. Even then the veteran came in before the last man. "Unicycle Roy" Keator rode an Eagle and declares this is his last and only appearance on an ordinary in years.

Some came on safeties, and these men suffered. Valves were torn out, tires punctured, and in addition, the safety riders were all fined 50 cents. Ed Porter, who began riding on a bone shaker way back in '71, came on a safety as did Ed Kinkead. M. A. Hosford, once a member of the C. C. C.'s racing team, when the ordinary was the only wheel, had all arrangements made to ride a fifty-eight inch G. O. O., but when the steps were knocked off all wheels, decided he would not go. But "Old Hoss," who could not stay away, followed on his safety, and suffered with the rest.

At dinner many of the men sat down gingerly and on Monday were more than willing to stand up to meals. Riding an ordinary in these days is trying on the nerves. Some of the exhausted wheelmen needed a bracer and took it. The passengers on the electric and cable cars looked with surprise at the high wheels as their riders wended their way in and out on the poor roads. While at the Hotel Florence the "Old Timers" got together and formed the "Old Timers' Association." It is not improbable that an evening will be set aside each week for this club and a good old-fashioned smoker enjoyed. Some one proposed that the crowd get together next year, for a century over the Elgin-Aurora course. This was met with a groan. Had the proposition been made on Monday the man would have been mobbed.

### What It Cost.

W. C. Thorne.....	76	\$0.50	Frank Hovey.....	90	\$0.50
N. H. Van Sicklen.....	78	.65	Wm. Ellis.....	81	.30
F. Ed Spooner.....	78	.50	C. V. Dasey.....	80	.50
Roy Keator.....	81	.30	H. J. Jacobs.....	92	.20
T. L. O'Neill.....	85	1.00	Ed Porter.....	71	.50
H. P. Walden.....	85	1.50	E. Kinkead.....	90	.50
G. K. Barrett.....	83	1.01	J. H. Hodges.....	88	.50
C. G. Sinsabaugh.....	89	.40	Sam White.....	78	.60
R. M. Barwise.....	78	.20	H. E. Waddell.....	94	.30
G. L. McGill.....	84	.75	John Bogue.....	83	.25
Geo. A. Thorne.....	82	1.00	Chas. Walker.....	83	.30
C. W. Davis.....	80	.30	C. K. Anderson.....	94	1.00
J. P. Bliss.....	89	.65	F. F. French.....	84	.55
F. K. Beatson.....	82	.50	A. W. Cleaver.....	71	.75
E. W. Ballard.....	90	.30	W. A. Thompson.....	89	.50
C. P. Root.....	79	.20	M. A. Hosford.....	79	1.00
E. C. G. Touch.....	80	.40	A. H. Rich.....	93	.50
A. J. Nicolet.....	84	.40	Jake Shiffman.....	90	.40



## AID FOR MISS HOPKINS.

**Wheelmen Subscribe Liberally to the Fund for the Unfortunate Girl—Over \$250 Raised.**

Miss Myrtle Hopkins' sad accident has aroused the indignation of the wheelmen in all parts of the country and the subscription started for the unfortunate girl by THE BEARINGS is steadily growing. At the time of going to press the fund has reached \$250.85.

The Associated Cycling Clubs of Chicago have taken hold of the case and a committee from that organization has taken charge of the fund and will see that it is properly spent. Suit for damages has been begun against Wells and if Miss Hopkins does not recover heavy damages it will not be the fault of the wheelmen.

Among the many letters received by THE BEARINGS is one from the Wauseon Cycling Club, inclosing a check for \$25. The secretary says: "We have no words with which to express our loathing and contempt for this despicable brute, and wish to say to the Associated Cycling Clubs of Chicago that if at any time they lack the funds with which to prosecute this aristocratic nonentity through all the courts, we stand ready to assist liberally."

Sidney B. Bowman, the New York dealer and chum of Zimmerman, sends a check for \$10 and says that he is ready to send another just like it if needed. From Massillon, Ohio, comes a 10 cent piece from Master John

W. K. Steele, Chicago.....	\$1.00	J. J. Wiseman.....	Wm. Rippley.....
Mrs. W. K. Steele, Chicago.....	.50	J. H. Crawford.....	Wm. Brower.....
H. T. Steele, Chicago.....	.50	A. O. Robb.....	Harry Stafford.....
W. K. Steele, Jr., Chicago.....	.10	A. W. Newton.....	Geo. D. Locke.....
A. D. Smith, Cincinnati, Ohio.....	5.00	Morgan & Wright, Chicago.....	\$25.00
Chas. J. Scherer, Memphis, Tenn.....	1.00	Associated Cycling Clubs, Chicago.....	25.00
Wheeling, W. Va.....	1.00	Referee Publishing Co., Chicago.....	25.00
Eugene Sheer, Lincoln, Ill.....	2.00	H. G. Rouse, Peoria, Ill.....	5.00
W. D. Cloyes, Cortland, N. Y.....	1.00		
Total.....			250.85

## More Utah Records.

SALT LAKE, UTAH, Nov. 2.—C. M. Evans established two new state records today. He made an unpaced quarter with a flying start in :30% and did a flying half with pacemakers in 1:03%. The records were made on the Salt Lake Cycle Track Association's five-lap track where Evans, Caine and Jensen will try for all state records during the next two weeks.

SALT LAKE CITY, UTAH, Nov. 5.—C. M. Evans today rode a mile with a flying start in 2:11%, the fastest official mile ever ridden by an amateur on a five-lap track. He was paced by Caine, Jensen, and McIntyre on single wheels. Evans rode steadily and had no difficulty in following the pace and could have cut down the time several seconds with better pacing. His time for two-thirds of a mile was 1:26 and 1:38% for the three-quarters, state records for the distances.

I. S. Jensen lowered the two, three, four, and five mile standing start



Chicago  
Cycling Club  
THE  
ORDINARY RUN



Russell, who says that his papa rides a Columbia. He heard his father read the story in THE BEARINGS and was so sorry for the poor girl that he took 10 cents out of his bank. George M. Tripp, of Adrian, Mich., has started a fund in his town and promises to collect quite a little money.

There are many other letters in which Wells is condemned in the strongest terms. Aid is promised and if enough money is not raised to put Miss Hopkins on her feet it will be strange. The contributions up to date are as follows:

Bearings Publishing Co., Chicago.....	\$25.00	Hotelling Bros., 270 Thirty-fifth Street, Chicago.....	\$5.00
Chicago Cycling Club, Chicago.....	25.85	Master John Russell, Massillon, Ohio.....	.10
W. S. Sproat, Corydon, Iowa.....	5.00	H. D. Spore, Houston, Texas.....	4.00
A. G. Woodbury, Danville, Ill.....	3.00	C. H. Thacker, Cleburne, Texas.....	1.00
R. C. Gorham, Kirklin, Ind.....	2.00	The Comet Wheel Club, Cincinnati, Ohio.....	13.00
L. J. Berger, Chicago.....	2.00	Memphis Cycle Club, Memphis, Tenn.....	10.00
Dolson & Beltz, Bourbon, Ind.....	2.00	Sidney B. Bowman, 944 Eighth Ave., New York.....	10.00
W. W. Schall, La Crosse, Wis.....	1.00	Wauseon Cycling Club, Wauseon, Ohio.....	25.00
D. L. F., Lake Linden, Mich.....	1.00	Jerseyville Cycling Club, Jerseyville, Ill.....	11.00
C. P. Dushane, New Castle, Pa.....	1.00	As follows 50 cents each:	
L. Blackburn, Clare, Mich.....	1.00	D. A. Wyckoff.....	Geo. H. Dougherty.....
Gustave Schrage, Sheboygan, Wis.....	1.00	W. G. Burnett.....	F. J. Laurent.....
F. Colson, Norwalk, Ohio.....	1.00	O. Colby.....	Chas. S. White.....
Geo. W. Tripp, Adrian, Mich.....	1.00	T. W. Kirby.....	J. F. O'Laughlin.....
H. A. Wing, Adrian, Mich.....	.50	Geo. Serion.....	F. B. Cockrell.....
W. C. Burridge, Adrian, Mich.....	.50	Geo. Cary.....	C. R. Hutchinson.....
J. W. Brigrman, Louisville, Ky.....	1.00	H. S. Daniels.....	C. W. Slaten.....
W. S. Moke, Massillon, Ohio.....	1.00		
A. J. Miller, Massillon, Ohio.....	.50		
A. L. Sargent, Attica, Ind.....	2.50		
J. W. Knight, Racine, Wis.....	2.00		

paced records to the following times: Two miles, 4:50; three miles, 7:20%; four miles, 9:50; five miles, 12:20.

SALT LAKE, Oct. 30.—Arthur Liday, a professional, lowered the 100-mile state record, unpaced, to 7:20:00 last week. The road riders of the territory are after this record and it is expected the figures will stop close to 6 hours at the close of the season. Liday is a long-distance rider of ability and will commence training early in the spring for the transcontinental record of 59 days. He rode to Chicago and return last year.

SALT LAKE, Nov. 3.—C. M. Evans reduced Weiler's unpaced half mile record of 1:09% to 1:05% at the cycle track here to-day and established a new state record for a flying third, with pacemakers, in :41%. A. W. Caine also established a third-mile record, unpaced, of :46%, standing start.

## SANGER HOME AGAIN.

MILWAUKEE, WIS., Nov. 6.—Walter C. Sanger arrived home yesterday. He is in splendid health, and though a trifle heavy, is in good condition. Before he left the Union office he had an offer to sign for next year, but he has declined the proposition for the present. Sanger has several offers to go for records, but has made no plans.

At Waco, Texas, November 1 and 2, W. N. Parker rode a standing quarter on the road in :30, a flying quarter in :26%, and a flying half in :54%.



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GEO. K. BARRETT, EDITOR.

## STRAIGHTAWAY RECORDS.

While we can not help admiring John S. Johnson's fine record performances, yet we will have to condemn him for one thing. His straightaway mile in 1:35% has started the ball a rolling, and now if you want to be in line you have to break a straightaway record. Nowadays we hear of nothing but this kind of records, and the long-suffering public will have to add one more record to the many others that have bewildered it the last year. Even down in Texas they have the fever, and a clipping informs us that a Texas racing man has broken the "world's" half-mile road record. Then it is announced that Ziegler will go after Johnson's 1:35%.

Now a little of this goes a long way, and if we will have to add "paced straightaway," and unpaced straightaway records to our already lengthy record table, it will make some people fit subjects for an insane asylum keeping track of them. Then these records have a tendency to belittle the performances of the record breakers on the track. Even Tyler's magnificent mile in 1:48% is dwarfed when compared to the little Swede's 1:35%. It's about time to draw a line somewhere.

While on the subject of straightaway records it will not be out of the way to speak of Paul Grosch's phenomenal quarter in :20% on the road. Of course he had a gale on his back, but this does not take away any of the glory from the performance. Grosch was traveling at the rate of 1:12 for a mile. When one stops to consider that a mile in this time on a home-trainer was considered wonderful a couple of years ago Grosch's performance is all the more marvelous.

## THE GOOD OLD ORDINARY.

You often hear a veteran wheelman declare that he doesn't enjoy cycling so much now as he did in the days of the good old ordinary. If you are a beginner you put him down for an idiot. How could any man derive any enjoyment pounding over the country on a high wheel from which one is liable to fall and break his neck? Those little tires, too are killing. But the veteran does not look at it in that light. He only remembers the jolly times he had in the days of old when he thought nothing of riding sixty or seventy miles in a day. Those delightful runs and tours on the old boneshaker are hard to forget and for that reason the old-timer always has a tender spot in his heart for the antiquated ordinary and never fails to speak of these red-letter days of his early cycling career.

The old-timer was in evidence last Sunday in Chicago, and the inhabitants of the Windy City were treated to the sight of thirty-eight riders, perched on high wheels, riding over the boulevards. They rubbed their eyes and wondered if the last four years had been a dream. But it was only the third annual run of the Chicago Cycling Club that brought out all the old-timers. Men, who were shining lights in the old days and who had laid aside the wheel for good, turned out for this occasion only. The run was an enjoyable one, opening the flood-gates of memory and making the vets feel as if there was some fun in cycling after all.

The run did some good. It enabled dealers to rid themselves of a stock of ordinaries that had been hidden in cobwebby heaps in their basements for years. Then it revived the interest in cycling of half-a-dozen old-timers who had renounced the sport. If other clubs would only hold

these runs occasionally we would not hear of some prominent wheelmen resigning from clubs because of the "pressure of business."

In the expressive slang of the day "It's a good thing; shove it along."

## CONTRIBUTE YOUR MITE.

Wheelmen have always been noted for their generosity and they are fully carrying out their reputation. The sad accident that ruined the life of poor Myrtle Hopkins has aroused a storm of indignation in every part of the country. This is testified to by the way subscriptions are pouring in. Every mail brings in fresh additions to the fund, and from Texas to New York, the wheelmen have come to the front and subscribed liberally to the fund started by THE BEARINGS. The conduct of W. H. Wells is condemned in the strongest terms, and it is lucky for him that some of the sturdy riders were not around when he so ruthlessly ran down the unfortunate girl.

At the time of going to press the fund has run up in among the hundreds. Over \$250 has been sent in and every subscription was accompanied by letter promising aid. Every way that a mite can be added is adopted by the cycling fraternity. The Chicago Cycling Club turned in over \$25, the fines collected on its ordinary run last Sunday; the Wauseon C. C. sent a \$25 check and promised more if there was not enough to punish Wells, while the Jerseyville C. C. took up a collection among its members, succeeding in getting \$11.

The wheelmen have responded nobly to the appeal and if the good work is only kept up Miss Hopkins will no longer be an object for charity. Remember that great oaks from little acorns grow and that if you can only send in 25 cents it helps. It now remains for some enterprising club to give an entertainment and send the proceeds to swell the fund. Who'll be the first one?

## Why Wolfe Failed.

George W. Wolfe returned to Chicago this week from his recent unsuccessful attempt at the Chicago-to-New York record. He came direct from New York City, determined to try again if the weather continued fine. Wolfe expects to go into business in the east, and seeks this record before settling down. "I had to give up," said Wolfe, "when I reached Batavia, N. Y. I could have reached New York, but not inside record, so quit while feeling well. I met rain thirty-five miles west of Cleveland, and never had a dry rag on my back until I quit. I had scheduled six days and expected to do under that time."



Scenes from a cyclist's camera—J. L. Yost preaching the "Falcon" to the Indians at The Ne edles.



## CRACK-A-JACKS FOR SALE.

There is lively bidding for the crack-a-jacks going on at the present and rumor has it that Sanger will be a member of two or three teams. Sanger himself does not know where he will sign. One thing seems certain he will hardly be a member of the Union team next year. Sanger had the record bee in his bonnet, but was never given the opportunity. He will look over the entire field before saying definitely where he will ride next year.

It has been rumored that Brown and Cabanne, the present Cleveland team, will ride for a prominent eastern firm next year. This Mr. Lozier denies, but at the same time he is looking for talent of the best class.

Bliss will not ride a Rambler next year, so he himself states, and is in the market.

Where John S. Johnson and the inseparable Tomec will locate rumor sayeth not, but there seems some probability that this famous pair will stay with the Stearns company. They winter in the south at the expense of Stearns. Johnson's contract expired October 1, but he is still riding a Yellow Fellow.

Mike Dirnberger and another will comprise the Sterling team in '95. Dirnberger's year's rest should do him a lot of good. A year ago Zimmer-

That Ziegler is signed away from Gormully & Jeffery is denied by the firm, but affirmed by the Toledo concern.

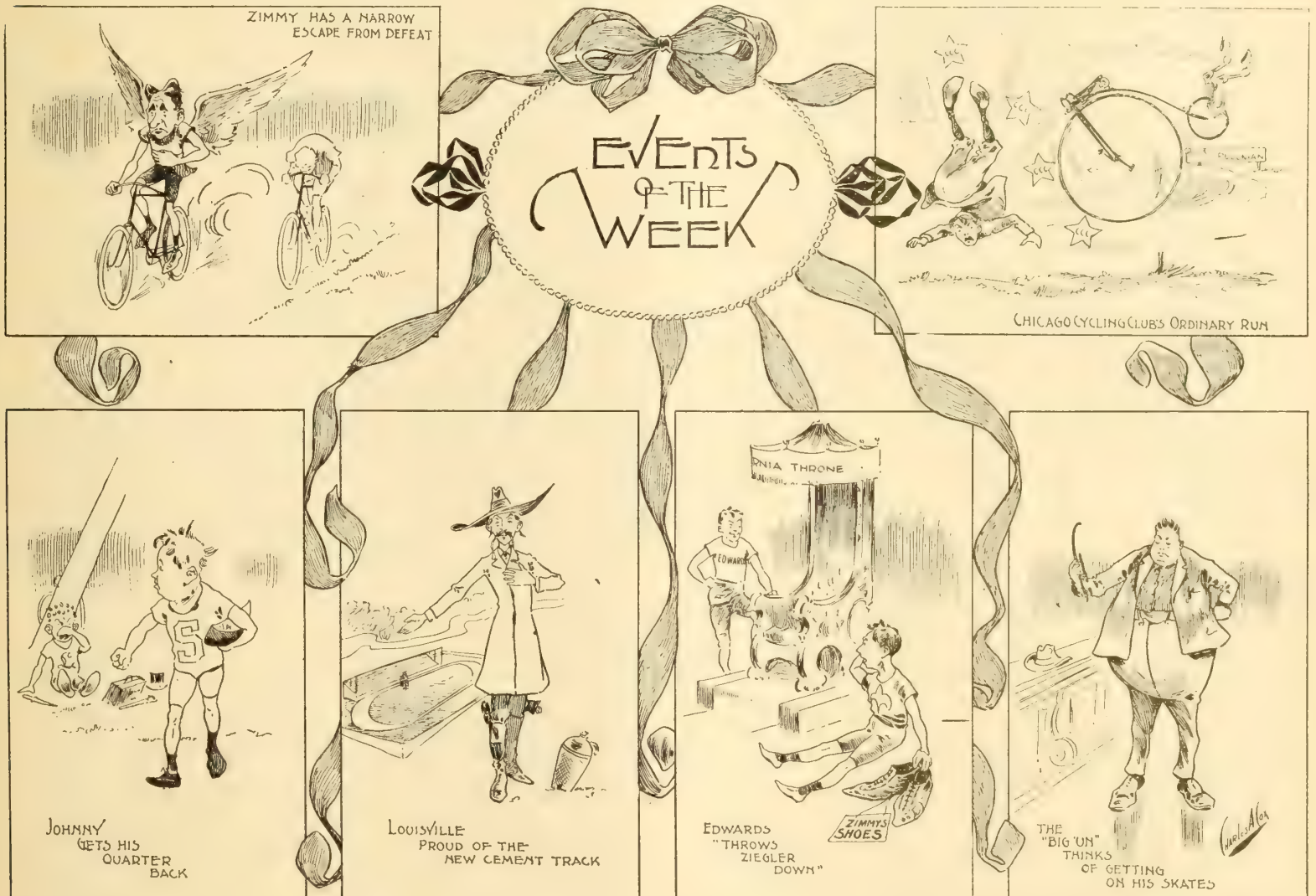
With the Columbia team it seems highly improbable any change will be made. Once a member of the Columbia team, always a member. With E. C. Bald, Ray MacDonald, A. B. Goehler, and W. F. Murphy, the Pope company has a good team with but a few weak spots. Murphy may not be a member of the team next year. In MacDonald, the Columbia team have one of the most successful of the season's Class A crop.

Charley Murphy has done well this year for so old a man at the game and has been a good consistent performer. He never has had a word to say against Stearns and will undoubtedly be a Yellow Fellow next year.

Some of the old timers will not be seen, among the number being the Philadelphian Taxis—"Gentlemanly Billy"—and G. Fulton Taylor, who will pull teeth instead of legs.

There are many other riders in the field who, given proper care, will be among the stars in '95. It takes a man to make the selection who is thoroughly posted. Harry Maddox, of Asbury Park, is a good man for a team. Harry has not been much of a sprinter this season, but in the eyes of competent trainers is a capable man.

In the formation of a racing team, care must be taken to select men



man said that Dirnberger would be the man of the season of '94. His sickness prevented his racing this year.

Tyler will undoubtedly remain with the Union company, in whose services he has been for some years.

Of these fourteen riders seven are eastern and seven western, neither of the sections having an advantage over the other. Many of these men have repeatedly ridden under 2 minutes, notably Bliss, Johnson, and Tyler. Bliss rode ten times under 1:56 in a single week without breaking record. This is probably a record in itself.

To witness the feats of these men, to read of their performances in the papers, it seems easy to perform the feat. Even the racing men themselves consider it no very difficult trick to ride in 2 minutes or better. And they try it.

Fred J. Titus has already had a long talk with Mr. Spalding and says he stays where he is, with Young as trainer and manager. Titus will be tied up with a running mate, who will be quite as brilliant a performer as himself. There may be a third man here.

It has been announced that Ziegler, the Californian, would be a member of the new Falcon team with Harbottle, the Canadian, Coulter, the transcontinental tourist, and Gus Steele, who is now in the Yost factory.

who are not of a quarrelsome nature. A good second-class man, who is agreeably inclined, placed in a team with first-class men, will be helped along and ultimately step into the first ranks.

Tom Cooper, the Detroit lad, was an equal honor winner with MacDonald, both coming from Class A. Where Tom Cooper will locate is not known, but it will probably be with the Rambler team. The formation of the Rambler team then becomes a question, but it is rumored "Big" Wells, Foster, and other Californians will be brought east and campaigned.

These and others will, by their changes of plans, make interesting news for the winter.

### Bliss & Co. Will Travel.

The Rambler team will travel in the interest of the Gormully & Jeffery Mfg. Co., booming the G. & J. tire. J. P. Bliss will travel in the New England states; H. A. Githens in western New York and Pennsylvania; A. E. Lumsden in territory around Chicago and Tom Cooper around Detroit. This will come as a surprise to many of the friends of these men. Manager Atkins will shortly leave for the Pacific coast to take charge of the Pacific coast Rambler teams in their attack on the records. Trainer Shafer is at his home in Hammond, Ind., uncertain as to his winter's prospects.



## AFTER WILLIAMS' SCALP.

**The Rural Members of the Massachusetts Division Are After Him—Other Boston Happenings.**

BOSTON, Nov. 3.—It seems that the political position in Massachusetts is not so quiet as it might appear. A movement has lately come to light in the Cape Cod districts to "throw down" the Boston Associated Cycling Clubs, and its president, Spencer T. Williams. The thing is the outcome of a smothered feeling which has long been existent between the division officials and those of the A. C. C.

For two years now, the spring meet has been held in Boston and the division has spent considerable money for its success. The conduct of the races on both occasions has been awarded to the A. C. C. They have made a good round sum out of it, while the division, spending its money, has got nothing back. A fight was made against this plan last spring in the board meeting, but it came to nothing. The outlying country districts have felt that Boston was trying too hard to control the division and this movement against the A. C. C. is the result. Last year three men from the more sparsely settled districts failed of election. This is made the text of a circular, along with some other things, and this circular has been sent broadcast among the voters of Plymouth, Norfolk, and Bristol counties. Six men have been slated in it for defeat. The feeling against the A. C. C. runs high in this district and a very determined effort will be made at the next board meeting to change things. The circular is as follows:

You will see by the ballot which has been mailed to you that the Associated Cycling Clubs of Boston have more than a liberal representation on this year's ticket. The president of that organization has succeeded in getting six of his men nominated. He has made a special effort this year, as he knows that a strong fight will be made at the next meeting of the board to try and give the division its rights in relation to the spring race meet.

That meet belongs to the division and what profit comes from it should go into its treasury. On the contrary it has each year cost the division more than \$1,000 and the Associated Cycling Clubs have made from \$2,000 to \$4,000.

It must be apparent to you that it is for the interests of the Massachusetts division that this scheme be defeated. Each year efforts have been made to have the division control, or at least have some of the profits of the spring meet, and it has always been defeated by the controllers of the Associated Cycling Clubs. This year a strong effort will be made to change things. The smaller cities should receive more recognition, and this year is a good time for them to assert themselves.

The six men who have been listed for defeat, because of their supposed stand in opposition to the Massachusetts division controlling the spring meet, are Warner S. Doane, George W. Dorntee, Fred S. McCausland, Arthur K. Peck, N. W. Starbird, and Spencer T. Williams. Four of these men are members of the Malden club. Last year Gorton, of Attleboro, Renches and Nichols, of Fall River, and other nominees from this section were defeated by the efforts of the same clique. Shall we allow it to happen again?

Here ends the circular. It is understood that a similar one is being circulated throughout the western and middle counties. With the small vote, it really looks as if there would be some stern surprises for the representatives.

### That New Track.

New and very startling developments are announced concerning the new track which is to be built within five miles of City Hall before the next racing season opens. W. D. Bradstreet, who has spent several thousand of dollars on his famous course at Waltham, was seen by a BEARINGS' man the other day concerning the new track, and talked freely on it. When the question was fired point blank at him as to what he thought of the scheme, he gave a chuckle as if to say that the promoters had his sympathy. He said after a while:

"Well, I can not believe that there is anybody today, with a full knowledge of facts, seriously considering the building of a bicycle track here in Boston. Do you know that it is impossible to build a track equal to the Waltham track here in Boston short of \$50,000? I mean complete with all the little necessary details exclusive of the land. My track was built to fill a long-felt want in the sport—a track near Boston. It was not expected that it would be a paying investment, except in the long run. I can tell you that the track has not yet paid its expenses. Although the attendance, in numerous instances, has been very large, yet the track is under continuous expense, and holidays are a month or more apart. I don't believe that a faster third-mile track or a more complete one exists in the world.

"Yet I don't propose to stop where I am. If I see any way of bettering it, I propose to do it. I am working now on a scheme which I expect will materialize within a few weeks. I have got a man now at work on an electric device and the plans will be ready shortly. This device is an electric pacemaker. It may work on a trolley. It will be arranged so as to move a shield in front of the record breaker, or there could be substituted a bar for the rider to chase which could go at a regulated speed. Well, if another track is built here I will give it a lively hustle. There is one fact which may have been overlooked and that is, according to L. A. W. rules, two conflicting race meets can not be held within fifty miles of each other at the same time. How, then can two tracks in Boston run race meets on a holiday?"

### We Had a Curiosity in Boston

last Wednesday, in the shape of a bamboo bicycle. Mr. E. C. Hungerford, of the Lexington Wheelmen, of New York, is the owner of the machine which weighs twenty pounds, and is a practical running wheel. The wheel does not differ in looks from the ordinary wheels, and is a diamond frame, something like the Columbia lines. It is very light and easy running. It is the first one of its kind in the country. Its owner has had it but a few weeks,

and during that time Mr. Hungerford has ridden several centuries on it, and tested it in various ways.

The description furnished THE BEARINGS by its owner will doubtless interest many readers. The bamboo is procured from selected wood, grown in Cochinchina and which differs much from ordinary bamboo. The wheel has a six-inch head of steel tubing and steel forks. The bottom bracket hanger and other forgings are made of a patented composition, no steel being used in their manufacture. The forgings are machined and bored to their proper size, and on the inside of the sleeve that receives the bamboo is cut a thread. Another thread is also cut on the end of the bamboo. Into the end of it is inserted a small taper steel plug, with small barbs cut up so that when once driven home it is impossible to extract it. Cement or composition is smeared on both threads and the bamboo is pushed into the threaded sleeve. As soon as the bamboo enters the sleeve a certain length, the little steel taper plug comes into play. This plug reaches the bottom of the hole before the bamboo, therefore it will be easily seen that the harder the bamboo is driven, the farther the little plug will be forced, and being taper shaped

### It Spreads the Bamboo.

and forces the threads together so solidly that it has withstood a pulling pressure of two tons. It is impossible to get the bamboo out of the sleeve except by sawing it off, and drilling the sleeve out. It being a well-known fact that bamboo properly seasoned is very hard, tough, flinty, and springy, not easily cut or broken with a knife, and surpassing hickory for life. The handle-bars and cranks are of steel. The frame when complete is double and there are ten bamboo frames used. The diameter of the tubes is  $\frac{5}{8}$  of an inch, equal to seventeen gauge steel tubing. The wheels are constructed in a very novel manner, double tangent spokes being used. They are hooked into an eye that is attached to the Fairbanks' rim, and the middle of the spoke is put over a small taper pin attached to the hub; then a small contrivance is slipped over the pin, and screwed up tightly, thus forcing the spoke down to the flange of the hub, and at the same time it is stretched, as it passes down the taper pin. It will be seen that it is a very easy matter for a novice to put in a new spoke and have his wheel run true, something that a novice can not do with the ordinary hub and nipple, it requiring experience and patience in trying a wheel of the old kind.

Boston has had a racing sensation to talk over this week. That is the Tyler competitive record, the attacks made on it editorially and otherwise, the issuance of a challenge, the acceptance of the same, and the whole thing coming to naught.

Oh, we are having a nice time of it here in the east, with hot words and hotter sentiments flying round thick and fast. Along with editorial comment on the performance in several of the cycling papers, one of the Springfield youths, who before this have had occasion to withdraw into their holes on matters cyclistic, printed something in the Springfield Union. It was to the effect that the "heelers," that is the very dignified term he designated the cycling press of Boston by, and others interested at Waltham and the record trials there, had faked the record and that it was little more than a time trial after all. He

### Asked Some Very Searching Questions

in the course of his ramblings, and wound up his most remarkable effort with the statement that the Racing Board will not be such dummies as to accept any such record as that. The cycling editors of Boston dailies were inclined to look at this as a joke at first, as a lamentable display of dense ignorance and a poor display of forehead. Of course every one who follows the game at all, knows that Springfield is very sore on the subject of records just at present. But the funny part of the thing is that her champion has apparently forgotten that she used exactly the same means to secure the mile competitive record that Waltham used.

But these cycling editors, after thinking the matter over for a couple of days, began to get hot under the collar. At least two of them did, Peck, of the Post and Percival, of the Journal, who printed articles over their own signatures. To use a very vulgar expression they have "thrown down" the aspiring youth from Springfield simply by answering some of his own questions.

As a matter of fact, I (the writer) saw and assisted in the record myself, and can testify as to its straightness and that it was not faked nor doctored in the least. First as to the assertion that it was a Union affair. It was not. To be sure there was a Union pacer. Some of the other riders were Union men. One of them rode a Lovell Diamond and his name was Nat Butler. And besides all this Mr. Bald was asked to ride, as the following telegram shows:

Races at Waltham next Monday. Mile invitation, Bald invited. Also one-third mile open which your team can enter. There may be other events. Please answer to Waltham quick.—W. D. BRADSTREET.

This was dated October 20 and was sent to the manager of the Columbia team at the express suggestion of Arthur Sidwell, manager of the Union team who thought

### It Would Be Small Glory to Get the Record

without even giving its present holder a chance to defend it. If Mr. Bald did not show up, it was his own fault and no one's else. This was sent to him more than 48 hours previous to the day of the races and yet he did not come. Sanger was also asked to compete and said he would if he was able to ride. As a matter of fact he was not so able and held a watch.

Then Bald's manager says that none of the other men in the race were in Tyler's class. Those who saw Eddie McDuffie hang on to Tyler knew



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Wheels.

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MENTION THE BEARINGS.



that there was at least one other man who might have easily won. As a matter of fact Eddie McDuffie rode the race in Bald's time at Springfield.

The race meet at which the record was made was a regularly sanctioned and advertised meet. The Boston papers printed matter concerning the race meet, and the intention to get the record more than a week previous to the event. The Sunday papers of the day before contained paid ads of the meet. Nearly 300 people went in and paid their entrance fees. It was advertised that people would be charged admission. And lastly, a great many people knew that the event was coming off 72 hours previous, other than Mr. Bradstreet and Mr. Sidwell.

But to pass on. Stung to the quick by the charge of faking, Manager Sidwell sent to the cycling editors of the papers this notice, which he says was not a challenge, but a bit of information and a statement of his position and that of Tyler:

The competitive record, made by H. C. Tyler at Waltham, was made at a regularly sanctioned race meet under the auspices of the L. A. W. and duly advertised through the medium of the press. Mr. Bradstreet, the owner of the track, especially invited E. C. Bald, the previous owner of the record, to defend the same. A great cry has since gone forth that the race was a faked one, caused presumably by Bald not appearing. Bald's failure to appear was not the fault of the management or Tyler, but since the cry of fake has been raised, Mr. Tyler stands ready to give Bald an opportunity to regain if possible his lost record, and is willing to meet him in a one-mile race at Waltham Bicycle Park within a reasonable length of time, tandem pacemakers to drop out at the three-quarters pole or no race.

ARTHUR SIDWELL,  
*Manager of the Union Racing Team.*

Manager Bridgeman was inclined to accept the offer, but he stipulated that it be run on Hampden Park. He is quoted as giving reasons why he wishes this so, but says that "there is every indication that the Racing Board will not allow this so-called record; if they do, it is establishing a precedent that renders competition records utterly worthless and any team of racing men with pacing tandems can make competition records galore." Now as a real truly matter of fact there is every indication that the Board will accept the mark. Mr. Bridgeman talks about that whereof he knows not. He says still further:

"If the letter as above can be considered in the nature of a challenge Mr. Bald accepts it at once, but as the challenged party, he claims the privilege of naming the track on which the race shall be run, which is the Springfield Bicycle Club's track at Hampden Park.

#### "Tyler Can Not Consistently Refuse

to ride on this track as he is a member of the Springfield Bicycle Club, has done practically all his training under their auspices, received expenses from this source, and in many ways is indebted to the Springfield public.

"Under no circumstances will Mr. Bald ride at Waltham as he considers that if there is any money or honor to be gotten out of this race, it should go to a club that has done more than any other organization to foster cycle racing, rather than to a private speculator. Another particular is that the mile must be ridden in 2:05 $\frac{1}{2}$ , or better, to be a race. Date of race and other particulars to be mutually agreed on."

Now comes Mr. Sidwell and says that his communication was in no sense a challenge. He says that the original challenge came in the form of the accusation of Bald's handlers that Tyler's race was a fake. He says that the race must be run at Waltham or not at all. This is final and if the matter can not be adjusted so, it will have to be dropped. He does not say so, but it is to be inferred that both he and Tyler think that Bald has not acted as he might have in the matter. He says that he is willing to leave the matter of the acceptance of the record with the Racing Board.

And thus endeth the last "match race"—more's the pity.

#### PADGETT'S ADVENTURES.

Frank Padgett, of Jacksonville, Ill., is in Chicago, a wreck of his former self. Together with Breckenridge, Padgett started for a tour around the world. They were to ride Columbia wheels. At St. Louis, Padgett claims, Breckenridge saw an opportunity to make more by riding another wheel and told Padgett he was going to break his agreement. To this Padgett objected, there were words and the two separated. Padgett telegraphed for instructions and was told to go it alone. Breckenridge had to relinquish the wheel he first started on and in addition the company he was figuring with—threw him overboard for his unbusinesslike conduct. Padgett telegraphed to a friend in San Francisco and was to meet this friend in New Orleans. He obtained a position as third clerk on a steamer to New Orleans. Padgett says Breckenridge circulated the story that he had put up his wheel for his passage and shows the captain's certificate to refute this. Through this captain he secured passage to Cape Town, Africa, as third clerk and a preliminary trip to Cuba while awaiting the sailing of his steamer. While in Cuba, riding toward Havana on the railroad ties and while crossing a trestle on which the ties were closely laid, Padgett met with an accident which ended his trip.

#### Bicycle Business for Sale.

In leading city. One hundred thousand dollars worth of business done in 1894; more can be done in 1895; wholesale and retail. Best advertised house in the United States. Is now in flourishing condition. Stock and accounts may be reduced to \$10,000; expenses exceedingly light. Good reasons for selling. For particulars, address H, THE BEARINGS.

#### LOUISVILLE'S NEW TRACK.

**No Expense Spared to Make It the Superior to the Famous Waltham Track.**

LOUISVILLE, KY., Nov. 3.—When the Auditorium six-lap cycle track was built five or six years ago, Louisville wheelmen went into ecstasies over it. It was a good track in those days, when the ordinary's days were about over and the solid-tired safety was just coming into favor. In the year following the cushion tire was introduced and when the Louisville Cycle Club gave its meet, in 1891, they introduced racing by electric light. The old track will be noted for this innovation alone. At the electric meet, as it was called, Barrett scooped in every race in which he was entered the first night and was as much at home on his pneumatic-tired ordinary as on his safety. Barrett also has the distinction of riding the first pneumatic tire in Louisville. On the second night Bert Harding, of St. Louis, beat Barrett in one of the most sensational bursts of speed ever seen on any track. On the same night Barrett rode against time and put the record for the track at 2:48, which was deemed remarkable in those days. In 1892 Bliss made a mile in 2:58 $\frac{3}{4}$ , which is still the record for the old track.

Last July, at Prince Wells' annual meet, so many accidents occurred on the track that it was condemned by the officers of the Kentucky division to the Racing Board; the Kentucky member of which stated that he would refuse to issue a sanction for any more races upon it in the future. The wheelmen of Louisville were then in a quandary—3,000 of them and no track upon which to hold races. A great many schemes for furnishing a track were raised, but all fell through for lack of financial interest, until every one



had become discouraged. Then it was that Mr. Tony Landenwich stepped forward and made a proposition to build a track if the wheelmen would erect a suitable grand stand. A large number of wheelmen had made his place a regular visit each week and of course he could not help hearing the conversation about the lack of a track. He had a large tract of land that was of no direct benefit to him and which he found was just large enough for a three-lap track. To think was to act and the proposition was accepted and after enough money was raised to show that the wheelmen would do their part, Mr. Landenwich went to work on his plans. The engineer in charge of the work was told that only one of the existing tracks in America would do for a model and that that track could be improved. Mr. Landenwich and Mr. Fraser made the noted trip to Waltham and other eastern tracks, got what information they wanted, came home and went to work on the track which is now about completed.

#### The New Track.

The new track is situated three and a half miles, directly west from the courthouse, on a large bluff overlooking the Ohio River, and within a very short distance of the Shawnee Park. The Market Street cars pass directly in front of the entrance to the Fountain Ferry Park. This park is an ideal summer resort, with the river view on the north, and surrounded by the original forest trees. During the racing season, the racing men and friends can stop at the very entrance to the track and avoid the trips to and from many of the present tracks. The grand stand is built between the track and the river, and from the top of it the visitor can get a magnificent view of the scenery. Here is the Ohio, the Hudson of the west, winding like a snake at the foot of the hills; the hills covered with forest trees in all of their natural grandeur. Following the river toward the east, a good view of the thriving little city of New Albany can be seen. Then in looking to the south is spread before you the city of Louisville, and the surrounding country to the southern hills, a distance of ten miles. The grand stand is a large and commodious building, with a seating capacity of 2,000; the first floor being devoted entirely to dressing and training rooms, with all of the



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A. I. Brown, competition, standing :28 2-5  
L. D. Cabanne, unpaced flying .... :25  
Rigby and Johnson " (tandem) :24 1-5

#### 1-3 MILE.

A. I. Brown, paced flying ..... :33 3-5  
Bernhart and Goetz " (tandem) :31 3-5

#### 1-2 MILE.

L. D. Cabanne, paced flying ..... :52

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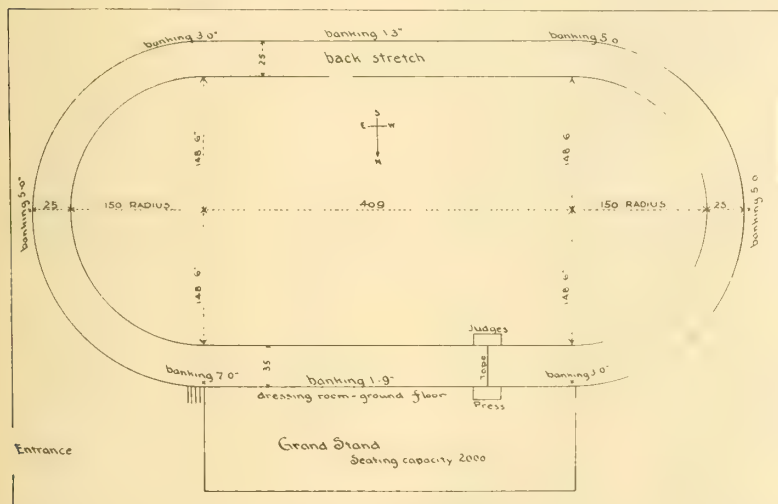


conveniences necessary for the comfort of the racing men and trainers. The front of the racers' room is made with open wire work, with a door wide enough to admit of the entrance of a man and a bicycle. The men can see everything going on on the track and will be out of the way; but perhaps the greatest advantage to be accrued by the management will be that the riders will be compelled to dismount in front of the grand stand after finishing in a race. Under the old plan when the riders finished the race they passed the stand heads down, and as the dressing-rooms were just around the curve, the audience had no chance to see their faces.

## Construction of the Track.

The ground on which the track is built is almost level and dirt had to be hauled from an adjoining field to make the banking. The banking was done in courses, a load of dirt was first spread, then watered, and rolled with heavy rollers. After this was done repeatedly it became almost as solid as a natural hill. A six-inch drain pipe was laid entirely around the inside of the track; at every fifty feet of space across the track was laid a porous drain pipe which will carry off any water that might find its way under the surface. This is also to prevent the danger of frost in winter. While this was being done, a large quantity of sand and gravel was being brought on the ground. When the cement contractor was ready for work, he spread a layer of fine sand, which was thoroughly wetted and then the concrete foundation was laid on it and well beaten down with heavy rammers. After the foundation had sufficient time to set well, the top dressing was applied. In making the foundation concrete, they used a different formula from the other tracks. In building the Waltham track, crushed granite was used which was mixed with sand and cement; in this, however, very carefully screened gravel was mixed with the sand and cement. The Waltham surface is called metalithic and is mixed with crushed granite. This track is mixed with gravel and cement and is called granitoid; one or the other is a misnomer, which is it?

After the concrete foundation had had time to set it was covered with a smooth dressing of cement and fine sand. To break the glare of the sun, a large quantity of lamp black was mixed with the top cement dressing, and



this makes the surface of it a gray instead of a pure white. The smooth cement surface extends entirely around the track, twenty-five feet in width. The balance of the width of the track is filled in with concrete and does not show the finished appearance that the other does, but still it can be ridden on better than an ordinary dirt or gravel track. The Waltham's backstretch is not cement but dirt, and it is claimed on this point alone the Louisville track will be several seconds faster than the older. In the banking has been devoted nearly 90 per cent of the thought and study, and information about this is very jealously guarded by the management. Before any cement was laid on the turns, riders were sent over it to see the effect on them; every one who knew anything about tracks was consulted and when such a good authority as A. L. Atkins, of the Rambler team, said that he could offer no suggestions, it was deemed ready for the concrete. The banking is higher than the Waltham and therefore will need no change for at least three years, judging by

## The Increase of Speed in the Last Three Years.

Mr. Cecil Fraser, the engineer in charge of the work, has spent his time principally at railroad work, but his work on this track shows that he can grasp any ideas presented. This piece of work has been his hobby, and has received more time and personal attention to details than any other track ever built. He has lived at the park, and has always been the first one to report in the morning and the last to leave at night. Every inch of it has been inspected by him, and he compelled the contractor to take up one entire section of the cement, because a dog had run across it and left the imprint of his claws. Every other detail received the same careful attention. If this track is not the best one in the country it will not be because of any imperfect work that Mr. Fraser failed to notice. The curves are perfect, half circles with a radius of 150 feet from a line eighteen inches from the pole; this would make the distance around them 471.24 feet each; the stretches are 408.76 feet each, making the total length of the track 1,760

feet. These distances have been verified, and have been found to be correct.

## The Banking.

Starting on the homestretch the outside of the bank is one foot nine inches higher than the inside; at the start of the first turn it is raised to three feet and at the center of the first turn or curve is five feet and carried around to the end of the curve at the same height. From that point it slopes down to one foot three inches on the backstretch. At the beginning of the second turn it is three feet again, and at the center it is as on the first, five feet; from the center it gradually rises to a height of seven feet, which is the highest point. From this point to the tape is a down slope that is expected to be of considerable aid to the racing men when finishing the race.

The track is owned by the Fountain Ferry Cycle and Athletic Association, which is composed of wheelmen almost exclusively, and is capitalized at \$50,000, fully paid up in shares of \$10 each. The ground upon which the track is built belongs to Mr. Landenwich, who gave a ten years' lease free of charge, in addition to building the track. To show how much he has given for the benefit of the wheelmen it should be stated that the only direct benefit derived from the large investment by him is the dividend that may be declared upon the ten shares of stock held by him and the catering privilege which was given to him during the continuance of the lease.

The track association officers are: President, Samuel Cassedy, cashier of Bank of Commerce; first vice-president, W. J. Baird, of David Baird & Sons; second vice-president, T. P. Watts, plumber; secretary, J. H. Page; treasurer, Edward A. Neuhaus, Jr.; directors, in addition to above, Orville W. Lawson, R. F. Pelouze, and Thos. R. Crump.

A great many applications have been made for the training privileges, next spring, from a number of managers of racing teams, and from all indications Louisville ought to hold some of the records in '95.

## QUAKERS WAKING UP.

PHILADELPHIA, Nov. 4.—The annual meeting of the Pennsylvania Bicycle Club was held on Thursday night, when in addition to the transaction of important business, the nomination of officers for the ensuing year took place. This proved a very spirited contest and before the election is held gives promise of assuming the form of a closely contested fight. The Pennsylvania club has perhaps the largest membership of any local or state club, with the possible exception of the Century Wheelmen, and it is because of this fact that they differ so much in their opinions. There seems to be three or four separate factions, probably due to the amalgamation of the other west Philadelphia clubs last summer, and each has one or more candidates in the field. Of course the contest will not be anything else but a good-natured one and the members are looking forward to the election with a great deal of interest. The members nominated were: For president, Arthur H. MacOwen (present incumbent), H. D. Le Cato, J. F. Neill, and Harry Titus; vice-president, J. F. Leo; secretary, Henry J. Bowen, Charles McConnell, and W. S. Harper; financial secretary, Richard Doughty; treasurer, J. A. Young; captain, John Heishley, Mark Meredith, Thomas Wheeler, and W. Woodward; directors (three to be chosen), M. F. Kemble, H. Moncill, S. Knorr, Dr. L. Raub, Frank Detwiler, H. C. Moore, G. W. Weise, J. A. Carson, Louis Hill, Harry Titus, H. D. Le Cato, W. F. Haines, and Harry Moore; delegate to Associated Cycling Clubs, Mark Meredith and G. S. Lakes.

It now looks as though there would be comparatively little football among the local clubs this fall. And it is to be regretted, for in past seasons the interclub matches

## Have Always Been a Source of Great Amusement

and interest to the cyclers. At the outset it did look as though there would be plenty of the real sport, as a majority of the local clubs were talking of putting teams in the field. The Century began picking an eleven several weeks ago, but it has not been up to Captain Allen's expectations, and will not compete this year. The Pennsylvania and Quaker City clubs also got teams together, and the former made a fairly good showing in one or two games. The Columbia Cyclers were talking of putting a team in the field, but as yet nothing has been heard from their district.

The Park Avenue Wheelmen have manifested more interest than any other club, and for some weeks past have had a score of men in training. They have an excellent team, and one that should prove a winner. They issued a challenge to the Century Wheelmen, but the latter refused to play, thinking that their team would not be as strong as it might be. The Park Avenue boys naturally do not like Century's action a little bit, but as the latter are

## The Champions of Last Year

they have a right to do as they want in the matter. There has always been an intense rivalry between these two clubs, and their game for the local championship last year attracted a great deal of interest. Although the Century's team won, the Park Avenue boys took their defeat in a very sportsmanlike manner. It has been suggested that the Pennsylvania and Park Avenue teams battle for championship honors this year, but as yet nothing has been done toward arranging a game.

Mike Dirnberger has been very quiet since leaving the circuit. He has been in steady gymnasium training in Buffalo and now weighs 160 pounds stripped. A Buffalonian says Dirnberger is now a great bunch of well-developed muscles. He will race next season.



## THEY ARE CYCLING MAD.

Society Swells in New York, Philadelphia, Baltimore, and Washington Are Enthusiastic Over the Sport.

SYRACUSE, N. Y., Nov. 4.—Ward McAllister bought a bicycle; J. J. Van Alen followed suit and now there is wailing and gnashing of teeth on the part of the managers of the big New York riding academies who see their patronage dwindling away before the popular advance of cycling. When society in the metropolis took to wheeling for recreation and pleasure the advent was hailed with some condemnation by the old Knickerbockers, but it was not long lived and now the onslaught cycling has made upon the aristocrats all over the country is amazing. The cob and saddle horse are no longer necessary to bring the bloom to the cheeks of fair damsels or raise a delicate tan on chappie's countenance. They ride wheels now and with the adoption of the rational costume the horse will be left still more in the shade.

Herbert E. Maslin, of E. C. Stearns & Co., returned yesterday from an extended visit to the principal cities of the east, and was surprised at the manner in which society has taken up the fad. The swell people in New York, Philadelphia, Washington, and Baltimore have become crazy over cycling, and so much pleasure is manifested with the exercise that it will only be a short time before the idea will be universal. Mr. Maslin saw much that opened his eyes after seeing the different states feeling is in where cities have miles of asphalt to offer an inducement for lovers of the wheel to take long excursions.

Philadelphia is a city of vast possibilities. Its area is probably greater than any other city in the United States. In all Philadelphia has 140 miles of asphalt pavement. The streets are broad and clean. Avenues skirt in every direction to beautiful suburbs, which extend for miles and miles in every direction. The number of wheels seen in Philadelphia particularly is surprising. The finest class of people, headed by a half dozen leaders of society, can be seen nearly every morning taking their constitutional a wheel, instead of resorting to the saddle horse. They get more exercise, and can appreciate the sights about them to much better advantage. Bloomers are used to a small extent in Philadelphia, but it will take some time to convince the Quakers that it is good form to wear them. Club runs and excursions into the surrounding country are held with great frequency in Philadelphia.

Baltimore is another city where cycling has increased to a considerable extent. The progress has not been so great there by reason of the numerous hills and an absence of even thoroughfares in the business section of the city. Nevertheless when residents of swell-dom took up the fad there was an immediate demand for high-grade wheels and now everybody of means has them. "Why, do you know" said Mr. Maslin, "that in the business portion of Baltimore where the cable cars run principally the wheelmen resort to the small steel covering over the cables and it is not an unusual sight to see a long string of them riding silently along on this narrow margin. They become adepts in the art and it becomes quite practical where the rough pavements prevent comfortable wheeling.

"I went to Washington from Baltimore and it seemed strange to note the difference in cycling between the two cities. In Baltimore and New York there is a popular demand for the best wheels the market affords, but in Washington the oldest rick-rack bicycles, that saw their best days ten and twelve years ago, are used with surprising frequency. You can stand on the corner of any avenue at 6 o'clock and out of every 100 wheels that pass 20 per cent of them will be cushioned or solid tired. Naturally it seemed peculiar to me after witnessing the glistening array seen in upper New York. They told me in Washington that a great number of second-hand wheels are sold there because the pavements were so level and smooth and it required little exertion to propell the heavier machines. A number of prominent public officials were pointed out and among the number I distin-

guished several congressmen and senators who appeared perfectly at home on their mounts. Everybody uses a wheel, and it will be a death blow to the interest of liverymen eventually. A man who formerly let forty and fifty saddle horses every Sunday morning said that owing to the increased demand for bicycles, on the part of the society people, he was doing a good business to rent a dozen. The rational suit is adopted in Washington to a limited extent, but I was told the popularity of this costume was gradually increasing.

"Washington, with its magnificent system of parks, its miles and miles of perfect asphalt, and the beautiful weather and scenery nature has gifted this particular locality with, ought to make the capital a wheelmen's paradise. I was very much amused while talking with our agent to observe a messenger boy ride up and dismount. His bicycle was an antiquated affair with a cast frame, one of the first safeties introduced. It must have weighed at least seventy pounds. Rust covered every portion, and the handle-bars were monstrous affairs. I asked him if he did not find his wheel a hard affair to manage, and he remarked that it was 'dead easy to run.' Washington might improve its system of bicycles, but a more perfect spot to wheel in can not be found in this country."

Mr. Maslin had considerable to say regarding cycling in the metropolis. It is quite an impossibility to ride down town; but the avenues and parks above the business center of the city are adapted to good wheeling. The bon tons were imbued with the importance of cycling a few months ago and now fashion has accepted the bicycle in preference to the horse. Of course it takes some time to manage a wheel and it would not look well for members of society to show their ignorance on the public streets. So there are two big wheel academies in the metropolis, the most important of which is the one controlled by the Bidwell-Tinkham Cycle Co. An immense room is set apart where novices are taught the first rudiments of the art. Here the men and women leave their bicycles and come for them every morning. Each has a small locker and apartment to give them opportunity to change their street clothes for the more convenient wheeling costume. After a couple of hours spin over the avenues the various McAllisters can return for a shower-bath and cologne treatments. It is considered rare sport and is daily increasing, even now testing the facilities of this vast establishment. The society women have deemed it proper to adopt the rational costume and are seen wearing them in the public parks, not one bit dismayed by the more modest habit of other wheelwomen.



E. E. ANDERSON, OF ROODHOUSE, ILL., EX-CLASS A WESTERN CHAMPION.

## Division Politics in Rhode Island

PROVIDENCE, R. I., Nov. 5.—

The wheelmen in this vicinity have been unusually active during the past week. It is fair to say that the Rhode Island Wheelmen have elected their entire ticket in the L. A. W. election. The division will be controlled another year by the old officers and the National Assembly will again see George Cooke, Ben Smith, and Howard Perkins. Those interested in the election have been working like beavers to secure a large vote, and without doubt the largest vote on record will be polled. The membership of the division is 475, and about 400 ballots have now been cast.

The Massachusetts Bicycle Club was the guest of the Rhode Island Wheelmen Sunday and participated in a run over eighteen miles of Rhode Island's hills to Chepachet. About sixty wheelmen invaded that most forsaken town, much to the surprise of the natives.

The Niagara Wheelmen held a ten-mile road race Saturday over the Reservoir Avenue course. The best four out of sixteen starters were as follows: J. Monahan, 5 minutes, first; W. E. Keach, 4½ minutes, second; A. Mowry, 4 minutes, third. C. Swensen took the time prize in the slow time of 33:00. The ten-mile road race of the Lonsdale Wheelmen was won by Kelly in 34:17.

Jos. Goodman, editor of *American Cyclist*, was in Chicago this week.



# Our Sisters Deserve the Best,

so do our mothers, and sweethearts and wives. Why should we men, who are so gallant in other things, think that "anything will do for Mary?" Times have changed. The ladies are entitled to

## And Should Have a Light-Weight, Up-to-Date Bicycle

that possesses all the attributes demanded by the men. The makers of the Syracuse recognize this demand and have prepared just what is wanted. Just as the men's Syracuse wheels lead all others, so the ladies'

# SYRACUSE Will Fill the Bill.

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KEEP YOUR EYE ON THE CRIMSON RIMS.

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Syracuse Cycle Co., Syracuse, N.Y.

WESTERN AGENTS,

SHAPLEIGH HARDWARE CO.,

ST. LOUIS, MO.

WRITE FOR AGENCY.

TERMS AND TERRITORY ARE NOW

READY.



## "THE GRINDER" WAS SICK.

Zimmerman Indulges in too Much Olive Oil and Is Nearly Beaten By the Italian Champion—Wheeler "Also Ran."

FLORENCE, ITALY, Oct. 18.—It was the narrowest margin of any of those by which Arthur A. Zimmerman has defeated the Europeans this season. The cycle addicted population of this rare old city, which found its way to the race track this afternoon, was hung up with a nervous tension while waiting to hear the decision of the judges. Was it Zimmerman or was it Pontecchi who had won? The spectators at this angle were of the belief that Zimmerman had won, and the spectators at that angle were quite of the opinion that Pontecchi had won. The judges, however, could easily tell, and they promptly decided that Zimmerman had crossed the line first. The margin was not quite so microscopical as that "one centimeter" by which Medinger once beat Wheeler in Paris—it was a few inches, but it wasn't lengths or half lengths or even half a wheel.

The "Skeeter" was sick. He had been suffering from a temporary dysentery, so that he was yards under his normal capacity; but then he had to ride, anyhow. Other riders, of whom such notice is not taken, of whom uninterrupted winnings are not demanded, might stand down and decline to ride while feeling ill, but not so with Zimmerman; he must ride even though he had gripes under his apron string and felt more like howling than riding.

Yesterday "we" were piloted by Signori Conti, Colombo, and others of the Club Fiorentino up the mountain side to old Fiesole, the site of ancient Florence, where the four bells of the duomo peal in mellow tones throughout the days and the months and the years, where the site of the old amphitheater is gradually drifting into mingled grass and stones, and where the monastery caps the summit and looks down upon the olive trees and the tiled roofs and the panorama of modern Florence. Upon the ledge, overlooking this inspiring view, at the Cafe Aurora, at a table set beneath the bows of trees that were such trees as only southern Italy can show—with all this romanticism attending, and a race meet to be looked after the next day,

### Zim Partook of Too Much Olive Oil.

vinegar, and sardines, and thus was he "knocked out."

"I say, Kid, ye don't git any such olive oil as this in the States," said Zim to the side partner, and the side partner said, "Right you are, Grinder, we don't git pure olive oil—they make it out of cotton-seed down in Georgia and label it olive oil from Italy. Have some more of it, Grinder;" and Grinder said he didn't care if he did. They sopped their bread in it, mixed it with red vinegar and declared it was "immense." Accordingly, since yesterday at 2 o'clock, two Jersey men, who are at present cycle-foraging in Italyland, have had trouble. Zimmerman's inability to win by more than a few inches and Wheeler's getting completely lost in the shuffle may be traced to the great olive industry of Italy.

The party sat on the stone steps of the arena, and were photographed where the Florentines of centuries ago sat and watched beasts and men struggle for life. The dens, where the lions were confined and starved to ferocity in preparation for their fight against men who were war prisoners, were explored on all fours, and

### The "Skeeter" Yelled Like an Indian,

stuck his head out of an air-hole and made hideous faces. The curio store was ransacked, the signora was made glad, and "the girl in New York" was remembered again.

As for the race this afternoon it was in heats—two and a final. The heats, which are called *batterias*, were for 2,000 meters, and the final, called a *decisione*, 1,000 meters. Zimmerman was in heat number one, with Ferroni, Morandi, Lamberjack (of Paris), Dani, and Airaldi. He won as he pleased, with Dani second, and Airaldi third. Then Signor Wheeler, of East Orange, came upon the scene and rode just fast enough to keep warm and qualify with third place, to Pontecchi's first, and Dunn's second. (Dunn is an English dentist who plugs teeth in Florence, and as a racing man he goes on the programme as Elio Track.) There were six in the final. Entering the turn on the sprint for home Zimmerman led, Pontecchi was hanging to his rear wheel and the others were getting lost by yards at a time. Zim

put on his usual grand effort, but he was not himself to the extent of running away from everybody as he usually does. Pontecchi made a desperate effort, and he gained enough on Zim to make the finish close and puzzling. There was a considerable amount of guessing "who won?" and "Was it Pontecchi?" but the judges immediately

### Announced That Zimmerman Had Won.

FLORENCE, Oct. 21.—The races this afternoon were interrupted by rain. The clouds opened and the 3,000 or 4,000 people were well soaked before they could get under cover or get away. Zimmerman, et al, sat in the dressing-room and retold some of their choicest American snake stories, involving the reputation of New Jersey, Indiana, and other snake centers. Wheeler was booked for a match race with Pontecchi, and there was prospect of a "struggle for blood," but the rain spoiled it all. Pontecchi was the favorite, because Wheeler has been riding recently like a beginner, as compared to his usually good performing.

The first heat was called, and Pontecchi won easily enough to almost make a show of his competitors. Heat number two went to Jacquier. Then came the final, but before it could be started the rain came also.

### Zim Is Gathering up Riders

for Madison Square Garden. Edwards and Louvet wire from Rome that they will go. They will reach Florence tomorrow. Colombo, of Florence, has accepted the proposition. Harris wires from Paris, "Impossible." Linton is yet to be heard from, but he is almost sure to say yes.

Flying starts and betting are two important features of racing in Italy. The largest patronage is within the circuit of the track, where the Paris mutual booths are placed. Five liras and upward are the amounts hazarded on the results. Tickets on Zim do not pay very much, because he is too much of a favorite.

The Florence track is of the usual 333½ meters dimensions, and the surface is laid with cement in good style. Accommodations are very much like those to be found in France, but the prizes are generally better. The Italian riders are never loafers. They go all the way and keep one another guessing. Zim and Wheeler can attest that in recollection of their early spring experience.

Training will be rigidly followed by Zimmerman and Wheeler up to the day of sailing (November 1), for the ocean trip will deprive them of at least ten days' exercise.

### Zim Can Jump a Little.

FLORENCE, Oct. 24.—The drop curtain at the theater (Arena Nazionale) in Florence disports an "ad" which reads: "Zimmerman, L'Invincible Carridore, deve tutte le sue Vittorie alla Raleigh."

"Jersey" has not yet forgotten the art of jumping, in which exercise he once excelled, and now and then he gathers in an unsuspecting newly-made acquaintance to the tune of a

few liras, a bottle of fiz, or other betting commodity. Signor Conti, the Florentine aristocrat and benefactor to the American coterie, can out-jump any member of his club, and he is never afraid to make a trial against anybody who ventures to say anything about jumping.

The party was just returning from the fishing excursion, waiting for the train to come on which to reach Pisa and thence to Florence. Signor Conti playfully jumped across the railroad track, and said something about enjoying that branch of field sports.

"Outjump any man in the crowd for bottle champagne," said Zim, who was sitting on a truck and expectorating at a fly.

"No you can't," said Conti.

That settled it. Conti took a short run and cleared the railroad track from one stone ledge to the other stone ledge. Zim went after him, and did the same trick and gave himself a stone bruise. They concluded to try softer landings, so they proceeded to contest the standing jump. Zim did a short one—about eight feet. Conti jumped about six inches over it. Then Zim posed like a kangaroo for a moment and cleared about nine and a half feet.

"That's enough," said Conti, and the contest was abandoned, and when told that the champion cyclist was once a champion jumper he expressed no doubts whatsoever.

The accounts from Paris indicate that George Banker had little or no trouble winning last Sunday's principal race. With practically all the



Where Eucalyptus comes from.



other good riders away, excepting Harris, he has a rather easy time of it, although Baras is a sterling rider and ready to make a struggle of the competition at any time.

However, even with none of the men absent, excepting Zimmerman, there is good reason to say that Banker would gather in the first prizes, for he has shown good enough form of late to defeat either Edwards, Wheeler, Harris, or any of the French riders. To be sure, Barden is left in Paris, but Barden's most heroic performances are usually in the talking department.

Tricot, of Paris, the funny cyclist who accepted Director Baduel's proposition on behalf of Zimmerman to

#### "Race Any Man for Any Sum"

and named one louis (\$4) as the sum, writes from Rome and wants to engage for Madison Square. Tricot is a veteran at the game and rides fairly well, but from his predilections for amusing the crowd at all times his propositions are not always accepted seriously.

Linton's poor showing in the recent 100-kilometer race is the talk in Paris at present. For the rider, who is by many people considered the best long-distance rider in the world, to be run out of the procession almost at the beginning of the game, furnished a sensation among the spectators and cycling scribes. Fossier, the high-gear man, won the race, although by a curious wrangle between the judges and timekeepers, the record was given to Dubois. Dubois was left behind at the start, but he caught up with Fossier again at the thirtieth kilometer. The two then proceeded *ensemble* until, three laps from the finish, the pacemakers being taken off, they sprinted for the finish. The bell was rung for the final lap. The two men were then on the last turn, and their understanding was that they had only to finish that lap, whereas, the bell, as it is well known, is always rung *in advance* of the final lap. Dubois, it appears, was more firmly of the opinion that the finish was at hand than was Fossier, and so he sprinted and went past the judges in the lead. But Fossier went for the next lap and when he came around

#### He Beat Dubois Out

by about 50 meters. Out of the confusion that reigned came the decision that Dubois had won the 100-kilometer record (the time was 2:31:55 $\frac{1}{2}$ ), but that Fossier had won the race. But Fossier "kicks" and says that if he won the race he must have the record too, and should not be made responsible for an error on the part of the petit garcon whose business it was to ring the bell at the proper time. Fossier will proceed for his rights, so he says, and will hold the directors of the velodrome responsible for the money his cycle firm was to pay him in case he beat the record.

The finish of the race was as follows: Fossier, first; Dubois, second; Starbuck, third; Soibud, fourth; Porcheron, fifth; Champagne, sixth; George Huret (brother of the 24-hour champion), seventh.

Iowa came well to the front in

#### The Good Riding of Starbuck.

At the end of the first hour Starbuck was third to Dubois' and Fossier's leading, he being but a kilometer behind, while Waller, Martin, Linton, Jacquelin, Leneuf, and such good performers had been beaten off. Lumsden was hanging to the willows, but at the fifty-third kilometer his hardy Scotch constitution had had enough. Jacquelin had a bad fall, alighting upon his head, and was counted out amid universal regrets.

Zimmerman and Wheeler were banqueted by the Club Fiorentino Sunday night after the races (which were not run). Speeches were made and medals of honor were presented to the two flying Americans, the responses being full of tender acknowledgments, embarrassments, and howling applause.

The president of the club, Signor Modigliano, occupied the seat at the head of the table, while Signor Alberti, the Raleigh agent held up his right flank. Signor Conti, "our benefactor," was next, and then came the two "banqueteés," including THE BEARINGS' correspondent.

The medals were presented, Zimmerman and Wheeler blushingly acknowledged the two handsome medals, Alberti made a remarkable speech in English, with his vocabulary of six words, and THE BEARINGS' correspondent had a few words to say on "The Authority."

J. M. ERWIN.

#### EDWARDS DEFEATS ZIEGLER.

LOS ANGELES, CAL., Oct. 27.—Three thousand people saw Wilbur J. Edwards defeat his old adversary, Otto Ziegler, Jr., in the twenty-five-mile handicap race, under the management of S. G. Spier, the most enthusiastic wheelman in this city.

There were nineteen starters out of the twenty-five men entered for the contest, and it is safe to say that Otto Ziegler was the most observed of the lot, although the local men attracted no little attention. He appeared in good form, and that he was beaten is ascribed to the fact that long-distance riding is not his forte, his efforts generally being in the short-distance events. The great race took place at Agricultural Park, and long before the starting hour the grand stand began to fill with spectators eager to watch the warming up of the men. The prize list was the largest ever given at a race meet on this coast, over \$1,200 worth being put up for the winners. The first prize was a \$600 piano. The handicapping might have been better, but taking the race, all in all, it was a decided success, and the event will hereafter be an annual one.

The limit men got off at 2:55. At the end of the first five miles, Oscar Osen, of San Jose, scratch, was leading the bunch, but the other scratch

men were fighting for the place and frequent changes occurred during the next five miles. The end of the tenth mile found Edwards in first place. The time for the first ten miles was 25:33 $\frac{1}{2}$ . In the thirteenth mile Casey Castleman's tire punctured and he had to wait some minutes before he could secure another wheel; then his effort to catch the bunch elicited much applause from the grand stand. Wells, who was looked on as a winner, dropped out at the end of the thirteenth and the end of the fifteenth still found Edwards making the pace. Time, 39:01 $\frac{3}{4}$ .

From the fifteenth to the finish the race had no particularly interesting feature except when Castleman caught the bunch in the sixteenth. The time for twenty miles was 54:16. The last half of the twenty-fifth was the scene of the greatest struggle ever seen in a bicycle race in this part of the state. Ziegler commenced his spurt but it was not long before Edwards caught up to him, and there he stayed until within a few feet of the tape, when with a mighty effort he jumped past the "Little Demon" and landed a winner by half a wheel in the not very fast time of 1:09:11 $\frac{1}{2}$ . Oscar Osen was third. Jenkins, Block, Cowan, McAleer, Lacy, Ulbricht, and Thompson finished in the order named.

There was quite a breeze blowing on the coast record (held by McAleer) surely would have been broken. The first three men are members of the Rambler team that has done so much good work this season on the coast and in the east.

#### SANGER'S PRESENT, PAST, AND FUTURE.

Walter C. Sanger was in Chicago last Saturday en route home from Waltham, where he has been since the racing season closed. Sanger has regained weight and now tips the scales at 203 pounds. He is looking healthy and strong.

"Yes, I would like to have had the chance to go for the records," said he, "but they (meaning the Union company) had some objections and I could not secure the pacemakers. I shall ride a Union until January 1, and will then be in a position to contract for next year."

"What are your plans for the winter?"

"I have none at present. I may skate some and will have to do a little gymnasium work to keep my weight down. I may go south for a trial at the unpaced records. I think the unpaced mile can be placed near the 2-minute mark on a circular track."

"Shall you race on Thanksgiving Day at Madison Square Garden or Louisville?"

"I may go to Louisville. Their track will be safe. I shall certainly not race at Madison Square Garden. I do not think that track will be safe for me. Still I may go there."

"How true are the reports that you have already signed for next season?"

"This is not true at all. I have had a number of very nice offers, but am only considering them. I am not ready to sign in a hurry, but will look around first. My next contract will be different from this one, I can tell you. To my mind I can follow any pace set. I have proved this in practice spins at Waltham. My contract prevents my riding another wheel for records."

"How true are the reports that you are going to turn professional?"

"There is no truth. I have had cablegrams from France, but shall pay no attention to them. Nor will I ride for cash in this country next year. I can go into that branch when I am too old for the amateur sport, and that will be plenty of time."

"Will Tyler still continue after records?"

"Yes, for the unpaced mile. He can go for no others, as his pacemakers have all joined other teams. I came through Springfield on my way here, and the Columbia riders were at the depot with a huge pair of wooden shoes which they presented to me. I brought them along."

"Are you satisfied with your season's work?"

"Yes and no. Another year I shall ride fewer races each day, and look more to my reputation, and less to the lump value of my prizes. With a \$10,000 prize list my season has not been an unprofitable one."

#### THE EUCALYPTUS TREE.

We present this week a view of an avenue on Senator Stanford's stock-farm in California, which was taken by N. H. Van Sicklen while on a trip through that beautiful country. The trees on either side are the eucalyptus, a species of gum tree, which grows with great rapidity in that country and to immense heights. These trees will grow in a single season from a mere shrub to a height of from thirty to forty feet.

Trees of this species have been known to grow to a height of 400 feet, casting a beautiful shade with their wax-like leaves. From this tree is obtained a well-known healing compound, which many racing men have tested and will remember to their dying day for its smarting qualities and quick healing properties. This is the extract of eucalyptus.

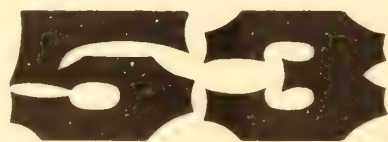
#### A Great Shock to Levy.

It is a significant fact that Jimmie Levy, the Chicago racing man, had but just landed in the City of Mexico last Sunday when a terrible earthquake occurred, wrecking hundreds of small buildings, and not a few of the massive city buildings were badly cracked. Race goers will remember Levy's startling racing suit of Joliet stripes, and attribute the terrible calamity to this.



MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES



# WORLD'S RECORDS!

ALL ON MORGAN & WRIGHT TIRES.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

H. C. TYLER on a Union fitted with M. & W. tires.

1—1 mile flying start	1:48 3-5
2—1 mile standing start	1:57 3-5
3—1 mile competition	2:05 1-5
4—1 mile on four lap track	2:03 1-5
5—1 1-4 miles standing start	2:30 1-5
6—1 1-3 miles	2:40 3-5
7—1 1-2 miles	3:00 4-5
8—1 2-3 miles	3:22 1-5
9—1 3-4 miles	3:32 2-5
10—2 miles	4:03
11—2 miles flying start	4:04
12—1-3 mile competition	:43 4-5
13—1-2 mile flying start	:54 1-5
14—2-3 mile competition	1:22 3-5
15—2-3 mile standing start	1:19 1-5
16—3-4 mile competition	1:33 2-5
17—3-4 mile standing start	1:29
18—3-4 mile flying start unpaced	1:32 2-5
19—3-4 mile	1:21 3-5
20—A. GARDINER 1-3 mile flying start unp.	:39 1-5

JOHN S. JOHNSON on a Stearns fitted with M. & W. tires.

21—1 mile flying start paced straightaway	1:35 2-5
22—1 mile unpaced straightaway	1:57 4-5
23—1-2 mile unpaced	:55 3-5
24—1-4 mile flying start	:23
25—1-3 mile standing start	:39
26—1-3 mile flying start	:32 2-5
27—1-2 mile standing start	:55 1-2
28—1-2 mile flying start	:51 2-5
29—2-3 mile	1:11 4-5
30—3 miles standing start	6:26 3-5

JOHN S. JOHNSON on a Stearns fitted with M. & W. tires.

31—4 miles standing start	8:38 3-5
32—5 miles	10:48 4-5

NAT BUTLER, Class "A," on a Lovell Diamond fitted with M. & W. tires.

33—1 1-4 miles flying start	2:36
34—1 1-3 miles	2:45 2-5
35—1 1-2 miles	3:05 2-5
36—1 2-3 miles	3:26 2-5
37—1 3-4 miles	3:36 4-5
38—2 miles	4:07 2-5
39—15 miles, on the road, competition	41:25 1-2

H. DAVIDSON, Class "A," on a Brantford fitted with M. & W. tires.

40—1-4 mile standing start unpaced	:28 1-5
41—1-4 mile	:30
42—1-4 mile flying start	:24 4-5
43—1-3 mile standing start	:41
44—1-2 mile	:58
45—1-2 mile flying start	:52 4-5
46—1 mile flying start unpaced	2:14 2-5

W. DECARDY on a Syracuse fitted with M. & W. tires.

47—5 miles on the road paced	12:04
48—10 miles	24:13 1-2
49—15 miles	37:38
50—20 miles	50:38
51—25 miles	1:03:52 1-2

E. E. ANDERSON, Class "A," on a Stearns fitted with M. & W. tires.

52—1-4 mile, flying start unpaced	:26 4-5
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GARDINER & BAINBRIDGE.

53—3-4 mile, flying start, tandem	1:23 1-5
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MORGAN & WRIGHT,  
CHICAGO.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES



## RELPH AND SCHOFIELD WIN AGAIN.

LONDON, Oct. 27.—Oxborrow and Sansom met Relph and Schofield for the second time last Saturday at Rochdale, to contest the two remaining races, viz., one mile and five miles. Very few spectators thought it worth while to attend, and as events turned out there was certainly very little to see. In accordance with the terms of the agreement Oxborrow and Sansom again rode a Humber-Boudard tandem, while Relph and Schofield used a plain-gear Whitworth with Palmer tires. The former combination went to the front in the mile contest, at an easy pace, but were passed in the last 200 yards by Relph and Schofield, who won by thirty yards in 2:45 $\frac{1}{2}$ , thus securing the stakes of \$250 a side. Oxborrow and Sansom refused to mount in the five miles, which was ridden over by the other pair alone in 12:50 $\frac{1}{2}$ . The promoters of the Boudard gear were thus unsuccessful in proving the superiority of their patent over a plain-gear machine.

An amusing story is circulating anent the above contest. It appears the backers of Relph and Schofield suspected that an attempt would be made to buy them. Accordingly they made arrangements and instructed Relph and Schofield to accept any bribe offered on condition of their losing the race, and to do their best to win all the same, when they should be adequately rewarded. Half a fifty-pound note was offered to the Whitworth pair by some person, which they accepted. Consequently Oxborrow and Sansom rested assured of winning without undue effort. When the former saw the Relph tandem spurt by, 200 yards from home, he called out, "Oh you — thieves!" This explains the slow time of the race, and the refusal of the Boudard pair to ride farther. Of course

### The Half-Notes Are Valueless

while separated, and some clever scheming is going on to recover the paper from the Whitworth firm. Of course, this story displays the corruption of modern professionalism, and reflects little credit on any of the parties concerned.

The London County Club has now secured the trophy it required to supersede the Cuca cup won outright by F. W. Shorland, when he scored his third consecutive win this year. The title of the cup, for convenience sake, will be retained, and the cup itself will be exhibited at the Stanley show. The new trophy is a magnificent silver-gilt vase, after the great Italian artist Benvenuto Cellini, richly and artistically chased in masks, fruits, birds, etc., nearly four feet in height and weighing nearly 350 ounces, surmounted by a beautifully modeled figure of "Victory." "It is," says George Lacy Hillier, "probably the finest trophy ever offered for a cycle race."

The agitation among East London cyclists for a track to be laid down by the London County Council on the public lands of Hackney Marshes is progressing famously. Last Monday a crowded and enthusiastic meeting was held at the University club, the chair being occupied by E. H. Pickersgill, M. P., who was supported by several members of the county council and persons of local influence. Funds have been subscribed to meet the expenses of the agitation and a resolution authorizing a deputation to wait upon the council was carried unanimously, its mover and seconder being the Rev. A. W. Ingram, M. A., and Rev. Stewart Headlam, respectively.

Henry Sturmev has an instructive leader in this week's *Cyclist* on the eternal "Amateur Question." He admits that after two years of operation

### Our Licensing Scheme Has Failed

to bring about the improvement expected of it—this through no fault of the scheme, but owing to the imperfect manner in which its provisions have been carried out. Although Mr. Sturmev doubts the assertion that 75 per cent of our racing men are subsidized by the trade, he believes that some 10 per cent are. He now recommends that every member of the trade who desires to race should only be allowed to do so under a professional license, until a trade rider had applied for and received a license he would remain an amateur under Sturmev's plan.

The cycle parade held in Birmingham last week was a brilliant success, both as a spectacle and financially. Over \$500 will be handed over to the building fund of the new general hospital. It has been decided to make the parade an annual affair with the ultimate object of founding a cyclists' bed in the new general hospital.

C. C. Fontaine started on a bitterly cold, foggy morning last week to beat the Brighton-and-back record, but owing to the severity of the temperature (the glass registered 7 degrees of frost) he had to give up, chilled to the marrow, when 7 minutes inside Wridgway's time.

This week a London lady cyclist has been fined \$5 for riding her machine after dark in the London streets without a light. The lady was the wife of the wheelman who escorted her, and her lamp, she pleaded, had been extinguished by the gusty wind which prevailed. The judgment seems a rather severe one under the circumstances.

Some time ago the Scotch were unpleasantly conspicuous for their intolerance in connection with cycling on Sunday, but now

### Wales Has Won Unenviable Notoriety

in this direction. In a small Welsh town where cyclists are numerous it was proposed to hold a church parade of wheelmen and to have a special sermon delivered. Thereupon the "unco' guid" sprung into arms and held indignation meetings, at which it was freely declared that Sabbatarian cycling was the road to perdition, while the suggested service was violently condemned. It was in Wales, by the way, that a clergyman rode on his safety to preach in an outlying village. On his arrival the villagers were so shocked that they refused to attend the service and moreover declined

the customary hospitality to the offending cleric, who was compelled to make a hungry return whence he came.

The Lady Cyclists' Association now numbers 170 members, and it is intended to largely add to its strength, by securing as honorary members, a number of the well-known and fashionable women of London society, who now patronize the wheel. It is to be feared, however, that in the long run this anxiety to be intensely respectable will not benefit the association for the misguided zeal of the L. C. A. in stamping out any competitive speed inclinations among its numbers, will cause robust and enthusiastic women to look askance at its policy and retain their freedom outside its ranks.

The Scottish Cyclists' Union has gone a step farther with the vexed amateur question, and has decided to allow clubs promoting race meetings to defray the bare traveling expenses of riders who compete. It remains to be seen what the N. C. U. will do with regard to this decision.

The private carriage, fitted with pneumatic tires, is by no means an uncommon sight in the London streets, but I saw this week for the first time a hansom cab so tired, near the Bank of England. There is no doubt but that the luxurious air-tired cabs will be preferred to ordinary solid-rubbered ones, just as the latter ousted the now obsolete iron tires. The Dunlop firm, I hear, is very busy in this direction.

C. W. HARTUNG.

## ROBINSON'S HOME TRAINER.

A novel home trainer, that has many new features, is the one made by

H. S. Robinson, of Meadville, Pa. The leading feature of the Robinson trainer is the 100-pound fly wheel which gives the same result as the momentum of a safety on a track. The cranks, seat and handles can be adjusted to any position desired by the rider. The scale allows the rider to adjust pressure until he is pushing a weight equal to the hardest kind of road work, and as any number of machines may be adjusted alike they may be used for a race contest.

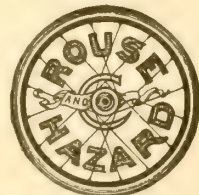
Another feature is the bell cyclometer. A small pointer, or hand, follows around the upper side of the bell, so that the rider can tell at any time exactly where he is, and knows just when the bell will ring. This is a feature in timing. The timer can see the rider cross the tape without waiting for the bell to ring, which would lose about  $\frac{1}{4}$  of a second in stopping the watch. The latest feature to the trainer is the large wall dial, two feet in diameter, which registers one mile, also the quarter, half, and three-quarter miles. The yard marks for handicaps are on



the dial as far as the quarter-pole. The record for a quarter on this machine is :13 flat. The list price of the home trainer is \$35, \$5 additional being charged for the dial.

No matter at what it is listed, no bicycle in 1895 can be sold for more than \$100—Columbia price.—[ADV.]

Through the Stearns "Yellow Fellow" we learn that Herbert Klinsman Tom Eck's Minnesota cyclone, rode an unpaced mile in 2:05 $\frac{1}{4}$ , on October 18, at Rochester, Minn. The first quarter was made in :28 and the half in 1:00 flat.



## How are THESE LIST PRICES?

Are they not low enough so it is an object to buy now?

### LIBERAL DISCOUNTS TO AGENTS

From our reduced prices.

No such reliable goods at anywhere near the prices have ever been offered. Dealers can meet any competition in the U. S. at the present time with these goods.

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires	85.	50
'93 26-inch Rob Roy, No. 1	50.	25
'93 28-inch Juno, No. 1	75.	30
'93 Ladies' Regis, weight, 32 lbs. Highest grade	150.	75
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150.	70

**Liberal Discounts from these prices.** Send for Special Bargain List and List-Counts. Buy a sample machine, it will not cost you much, and you will be convinced these cycles offer the best value on the market today and are ready sellers.

**ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL., Manufacturers.**  
MENTION THE BEARINGS.



## NEWBURG TRACK IS SHORT.

CLEVELAND, OHIO, Nov. 5.—The Newburg track is short. A recent survey has demonstrated this fact. At the time of the races of the Newburg Athletic Club, when Otto Maya, of Erie, and Percy Patterson, of Detroit, succeeded in lowering the records from six miles up to and including ten, the promoters were approached by your correspondent and questioned regarding the measurements of the track, and was assured that the club had in its possession a surveyor's certificate to the effect that it was full length, measured eighteen inches from the pole. The recent measurements, taken since Gimm's 24-hour performance, differ inasmuch as it is now 14½ feet short to the lap, or twenty-nine feet to the mile. The queer part of the matter is that both surveys were taken by the same man, and the club is actually in possession of the first-named certificate. The second measurement reduces Gimm's record something like two miles, and the Maya-Patterson records are no good. They were never, however, to the best of our knowledge, officially claimed.

George Comstock, a rider of no mean ability, well-known through northern Ohio, is doing time in the workhouse for robbing a church. At the Church of the Holy Name on Broadway, just inside of the door, is a receptacle for voluntary contributions, which is known as the "poor box." Once before the box had been tampered with and the priest, who lives next door, connected it with an electric bell in his study. Last week the bell rang, and rushing out he succeeded in capturing the thieves, Comstock and a "pal" named O'Rourke, with the proceeds upon their persons. They were just mounting their wheels and in another minute he would have been too late. Comstock's sentence was \$50 fine, the costs and thirty days in the workhouse. O'Rourke was sent to the reform farm at Lancaster.

Captain Lindmueller, of the C. W. C., has got the straightaway mile fever and threatens to beat Johnson's time on the East Prospect asphalt. As there is only about a mile of it, "Bob" and his pacemakers probably intend to land in a net.

The riding season with us has about closed and club men are looking over the ground for winter amusement. The C. W. C. favor indoor football and two teams are already being formed for the sport. The large clubhouse ball-room will furnish a fine "field." The Lakesides lean more to indoor baseball and are ready to play any nine on short notice.

## FOR THE CYCLONE SUFFERERS.

HAVANA, Oct. 28.—The races given by the Club Biclista de la Habana for the benefit of the cyclone sufferers at Sagua, on September 25, took place today at their track in the Tedado. The day opened bright, and it was a beautiful day for racing. The gates were opened at 1 o'clock, and at 2:30, when the races started, the grand stand was packed. From all appearances a nice sum must have been realized. The following young ladies, comprising the "President of Honor," assisted greatly in making it a financial success: Senoritas Carmen Casuso, Flora Casuso, Udalrica Rubio, Matilde Rubio, America Dalmau, Mericia del Monte, Caridad Morales, Carolina Saavedra, Emilia Valls, Dolores Valls, Arcia Coello, Luz Angelica Pierra, Blanca Cantalapiedra.

### Summaries:

Carrera Preparatoria, 1,500 metros.—E. Cantalapiedra, first; N. Brana, second. Time, 2:07½.  
Carrera de Velocidad, 4,500 metros.—M. Codina, first; A. Cao, second. Time, 8:06.  
Resistencia, fifteen kilometers.—M. Codina, first; A. Cao, second. Time, 27:18.  
Six hundred metros, ladies' race.—Miss A. Quintero, first; Miss U. Alonso, second. Time, 1:03.  
Three thousand metros handicap.—M. Cadino, first; A. Cao, second. Time, 5:55.

## NEW YORK NEWS NOTES.

NEW YORK, Nov. 5.—At a meeting of the Good Roads Association, of Brooklyn, last Friday evening, it was learned that there still remains \$900 to be contributed to the fund for completing the cycle pathway down Ocean Boulevard. So far \$2,600 have been turned over to the park commissioners of Brooklyn.

The board of governors of the Kings County Wheelmen met last Thursday evening at the clubhouse, 1255 Bedford Avenue, Brooklyn, and decided to increase the number of board members by electing two additional ones. It was also found that the new clubhouse, on Herkimer Street, was not to be obtained, as the contractor acted without consulting the property owner. A renewed search is therefore to begin in hopes of finding as desirable a place before spring. The twenty-five-mile road race of the club, to be contested on election day, bids fair to close the K. C. W. racing season with a boom. All the club fliers are entered and a close contest is looked forward to.

Frank Albert, the old-time professional, started from City Hall, this city, at 3 a. m. last Sunday, November 4, in an attempt to lower the record between New York and Chicago, going westward. At present H. H. Wylie is the holder of it, in 10 days 4 hours, but Albert is confident of knocking considerably off that. He will be paced part of the way by Harry May, of the Lafayette Wheelmen, who will also go ahead and arrange for eating and resting. Quite a number of wheelmen were present to bid the rider a hearty "so-long" and accompany him out of the city. The Beam brothers, of the Lafayette Wheelmen, went as far as Albany with him in an attempt to lower the 17-hour record to that point. Albert expects to reach Chicago on November 11.

Allen F. Calkins, one of the best-known cyclists in New Jersey and

captain of the Elizabeth Wheelmen, of Elizabeth, N. J., died last Saturday, at his home in that city, 564 Madison Avenue, of acute bronchitis. Mr. Calkins was only twenty-five years of age and was single. He held the ten-mile American tandem record, together with another ride and was at all times a prominent and well-liked member of the cycling fraternity. This was his third consecutive term as captain of the E. W.'s.

The suit, which R. A. Clarke, a Brooklyn tailor, brought against Miss Sylvia Bogert, of this city, to recover \$11, the price of a pair of ill-fitting bloomers, was decided in favor of the tailor in the Broadway civil court, Brooklyn, last Saturday. A huge crowd was present anticipating a sight of the lovely Miss Bogert in the much-discussed bloomers. They were doomed to disappointment, however, for the defendant was dressed in a neatly fitting robe of extraordinary becomingness. She paid the \$11 in good form, but her pretty eyes fairly blazed as she left the court, vowing never to wear the ugly things.

The track at Madison Square Garden will not be ready for the riders to train on until Sunday morning, November 25, two days before the opening events. This is necessary owing to the fact that some other attraction will hold the Garden until Saturday night at 11 o'clock, immediately following which the carpenters will fall to work and continue all night long.

The century run of the Harlem Wheelmen, to Central Valley, N. Y., and return, last Sunday, was a grand success, there being fully 100 men in line. The start was made at 5:30 a. m., and the last man did not reach the clubhouse on West 124th Street until long past midnight.

The Mercer County Wheelmen, of Trenton, N. J., have, after a deal of seeking, gained a suitable site for their new clubhouse. The old Lochiel club's home, at 219 East State Street, and nearly opposite the postoffice, has been selected. Probably by December 1 the alterations will be complete and the Mercer Countys become the possessors of the most magnificent clubhouse in the state.

## Syracuse-to-Utica Century Record Broken.

To break a record established by such riders as Van Wagoner, the old war horse, and John Wilkinson, the old-time champion of Central New York, may seem no boy's play, but such indeed it has proved to be. The Utica road is not a boulevard, much of it being rough and all hilly. Syracuse riders have all the season been attempting to lower Van Wagoner's time of 8:36:00 in vain, until last Tuesday, when Fred C. List, a Century Cycling Club rider, succeeded in riding the course in 7:30:00 breaking the record 1 hour 6 minutes, a really wonderful performance. The conditions were not good for the trial, it having rained about 8 o'clock, so that the start, which was planned for 9 a. m., was not made until 10. List was paced by Frank C. Riggs and W. A. Bex on a tandem and accompanied by A. J. Rasentretter, also of the Centurys. The first of the road was quite muddy, which caused the tandem to slip and fall twice the first five miles. Nevertheless the first seventeen miles were made in an hour. Good and bad roads were encountered, as the rains had blown down one valley and not the next, the trip down being made in 3:43:00. Thirteen minutes were spent at lunch and the return trip was made, including the stop, in 3:47:00.

The tandem broke down fifteen miles from home and finished in 8:01:00, well inside the record, although half an hour was lost in repairing it. Rasentretter finished in 7:49:00.

## Canada Will Try Class B.

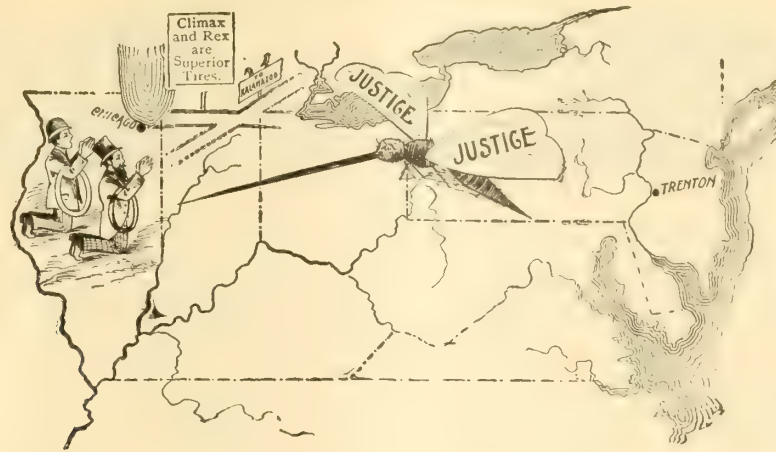
Canada is going to adopt Class B. Race-meet promoters there have suffered the year through an inability to invite the prominent American riders to meet the Canadian cracks. They have felt severely the absence of American Class B attractions at their race meets, and from present appearances, it looks very much as though Class B will be an accomplished fact in 1895. The better class riders who are in the employ of the manufacturers have seen the experience, during the past season, on this side of the line and have come to the sensible conclusion that there is less objection to being an out-and-out Class B man, than in pretending to be a pure one, and are consequently inclined to regard the American classes with much more favor than the licensing scheme at present in vogue in England. The great majority of medium-class riders, who are not backed by the trade, have always contended against the present condition of affairs, while the race-meet promoters have worked steadily for its adoption. The clubs now paying more or less for their racing talent, think if the manufacturers receive the benefit, they should pay. The present rule has prevented Canadian riders from competing regularly in America.

The Canadian riders who have tried to follow the American circuit have been threatened with Class B or the sacrifice of their amateur standing.

## Searle Will Rest This Winter.

R. P. Searle, the Chicago-to-New York record rider, returned to Chicago early this week. Searle is looking finely after his hard work during his recent severe rides, and will now take one of several positions offered him with Chicago cycle manufacturers. "I am confident," said Searle, "that my record of 6 days 5 hours will stand for the winter. No man can get through New York state in the present condition of the roads and weather. I am confident of that and shall rest content. On this last trip I slept 2½ hours a night. In June of next year when I go again, from 9 p. m. to 3 a. m. will be sleeping time, and a double century each day, or five days for the trip will be schedule. That record can, and will be brought as low as four days





# VERDICT OF THE TRADE.

Very often a man discovers that there is a good deal of the porcupine about the people, he thinks it his duty for mercenary purposes to abuse, slander, intimidate, and endeavor to direct from whom they shall buy and what goods they shall use.

**Eastern Rubber Manufacturing Company's Tires are Superior to the best tires manufactured by others.**

The world has not yet reached that stage of development when five (5) aces at any one time can be held by any one man without a riot. The tire business can not be monopolized by imaginary or worthless patents without the same effect.

**Eastern Rubber Manufacturing Company's Tires are Superior to the "good" tires manufactured by others.**

To have enlisted in our behalf, enterprise, progress, good business judgment and mercantile honor.

## ARROW MECHANICALLY FASTENED TIRES.

These simple, practical, and durable tires are selling like hot cakes. They are novel, and as one large manufacturer of bicycles said today, that they were constructed on the first and simplest mechanical principle that he learned at school and that perfection had been attained. Nothing like it for novelty and practicability.

## REX TIRES.

We are continually receiving voluntary letters from riders and manufacturers extolling the good merits of our tires. For cemented tires it is the acme of perfection. It is light, resilient, and strong.

## CLIMAX TIRES.

This is the best molded inner tube tire manufactured. They recommend themselves; any bicycle having "CLIMAX" tires fitted to its rims is easily disposed of by the dealer.

## TIRES TO FIT G. & J. RIMS.

Our universal clincher tires fit G. & J. and all similar rims. They are better than any clincher tires of this description ever before manufactured. If you are in need of a clincher tire of this pattern for new wheels or repair work, write us for prices. They are astonishingly low.



How many dealers have received the circular letters which have been ground out by a certain tire manufacturing company, containing the commanding sentences, "You must," "you shall," "we will," "we won't?" They have disregarded all business courtesy, and do not send letters of this nature to large manufacturers, but humble and try to intimidate the smaller buyer and insult his intelligence.

One man's money is as good to us as another's. We deal fairly by all.

#### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

### EASTERN RUBBER MFG. CO.,

TRENTON, N. J.

Mention The Bearings





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, NOVEMBER 9, 1894.

No. 10.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL  
WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler  
agencies—so will the Fowler wheel.  
Direct all communications to The Hill Cycle Mfg. Co.,  
142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

### OUR BIRTHDAY.

Two years have come and gone since the Hill Cycle Mfg. Co. first flung to the breezes a flag which bore the words—THE FOWLER. Two years since their shingle first read—Bicycle Manufacturers.

To those of you who keep in close touch with the cycle business it is not necessary to recount how, with obstacles greater than any other company in the trade ever battled against, this company has steadily jumped from newness and obscurity, into the very front rank.

From ad No. 1, to our last week's ad, we have pursued a policy unlike any competitor. We started out, not to follow any one, and we haven't done so. We started out to think and act for ourselves, and we've done so. We had mechanical and business ideas of our own, and we used them; we started to manufacture bicycles, not for our health, but for the money there was in it. We didn't have any hobbies to ride (except to build a bicycle worthy the name of high grade) and we built it.

We made up our minds that to successfully market a high-grade bicycle, which had lots of merit and correct mechanical principles, it was not necessary to have a "band of hired men," and we didn't hire 'em.

We made up our minds, that, while our advertising was not of the encyclopedia order, to tell the truth in the shortest way was good enough for us, and we did it that way.

Had we been unsuccessful it would have proved that our ideas and theories were wrong, our mechanical principles faulty, our business policy disastrous, our advertising injudicious.

Haven't we been successful? Do you know of one concern in the cycle trade that has been any more successful than we? Do you know of one company that has fulfilled its claims and promises any more faithfully than the Hill Cycle Mfg. Co.

Do you know of any company that—for its requirements—has any better financial credit than the Hill Cycle Mfg. Co? Go to the manufacturers of whom we purchase our material; go to the bank where we never ask for credit; go to the agent who sells our goods; go to the rider who rides our wheels; go to the workmen who build our wheels, and their replies are such as given about all highly successful establishments.

Could we have obtained our high position with bad credit, poor business policy, injudicious advertising, by building inferior bicycles, by not treating agents and riders properly? Could we? You know we couldn't.

We are, and have been, successful. What we have done is only a foretaste of what we will do.

We want agents for 1895. Agents who believe in the Fowler. Agents who are as great hustlers as we.

Agents who want to make money.

"What we said one year ago."

One year old today!

*"The Fowler"*

WITH sincerest pride and pleasure do we point to the wonderful success of our wheel—"The Fowler"—since we first offered it on the market one year ago today—365 days—12 months.

The unequalled success is due to being honest, doing what we promised to do, and giving value received for what was bought from us.

We perhaps have made some errors in judgment and policy, but we are honest—perfectly so—in saying that we have done the best we could.

For '94 we shall make such changes as our experience warrants, and if there is any such thing as perfection, and if money, skill, energy, and enterprise will attain it, "The Fowler" will be perfection.

Don't you want to do business with such as we?

Hill Cycle Mfg. Co.,

142-144-146-148 W. Washington St.,  
Chicago, Ill.

## No Weather Prophet

can tell what the weather will be for the next year. Unlike the weather prophet, our little folder,

"Good Things in  
Fowler Wheels"  
for 1895,

tells you about Fowlers for '95. Our past success and prosperity is a guarantee that the Fowler will still continue to make 'em yell

"AS GOOD AS THE FOWLER!"

Write for one of those "Good Things in Fowlers" for 1895.

WE WANT  
GOOD AGENTS.



# A SOLID DELEGATION.

Something to be Proud of, and we are.

The Fowler Agents and Prominent Riders of  
Wilmington, Del.



1. VICTOR R. PYLE. 2. L. H. PYLE. 3. ROBT. WIER. 4. J. LEE HANLEY. 5. FRANK TURNER.  
6. FRANK J. PYLE. 7. CHAS. L. THOMPSON. 8. SYLVESTER COURTNEY. 9. "CHIPS."

What more fitting thing on our birthday than to place before readers of THE FOWLER TRUTH the pictures of those sterling agents and riders of Wilmington, Delaware, who have been with THE FOWLER since the first, and who have added so much to its reputation. We are proud of the fact that Fowlers have given the firm of Pyle Cycle Co. such satisfaction that they felt justified in pushing it the way they have.

The expression used by Mr. Turner, to the effect that "The Hill Cycle Mfg. Co. knew how to treat agents and riders, besides building a wheel that was what they claimed it was," is the thing in a "nutshell." True, it is no more than should be expected of all manufacturers. **We do it.**

What can we say of one more than the other of those whose faces you see

here. They've all done their best, and that means that no others could have done better.

To have the knowledge of the enthusiasm and confidence held by these Wilmington cyclists, of the Fowler and the firm who make it, is indeed to us a great help, and does much toward more firmly instilling into the minds of every man and boy connected in any way with our shop or establishment, to have but one idea, and that idea—to make The Fowler the finest wheel that was ever turned out of any factory.

Who are the faces?

We will shortly give a detailed account of their respective winnings.

Should you chance to be in Wilmington, "drop in" on Pyle Cycle Co. They will be glad to see you, and will extend to you a cordial welcome.

# A PAIR.

THE KIND THAT COUNTS.

A letter from "Bi-World" under date of Nov. 1, as follows, explains itself:

HILL MFG. CO., West Washington St., Chicago, Ill.  
*Gentlemen:* We are in receipt of a communication from an individual by the name of E. Luther, of Taunton, Mass., in which he writes us the following horrible facts in connection with the Fowler, and no doubt upon receipt of same you will proceed to enter a complaint of libel against the writer. He says:

"I bought my boy (who is now nineteen years old and one of the hardest riders in this city) a Fowler, fitted with G. & J. tires, a year ago last May, and, aside from the tires, the repairs have been but 15 cents. The wheel was taken apart last week, and every bearing, and in fact every part of the machine, is in as good condition apparently as the day it was received. Right here let me say that this is not solicited by the manufacturers or their agents, but is the cold facts as it stands, and is simply for the benefit of those who want a wheel that will outlast the manufacturer's warrant. I also know of at least twenty-five others who bought about the same time I did, who will indorse all I have said. I do not want any one to think that this is the only wheel I ever owned, as I have been a rider for several years, and have changed mounts for myself and boy every year until the present. I also intended changing last spring, but after looking over nearly every make of high-grade wheels made, I did not see one of any other make that I would trade the one-year-old Fowler for, at even money."

HILL CYCLE MFG. CO., 144 W. Washington Street, Chicago, Ill.

*Gentlemen:* It may be somewhat surprising to receive a letter from me from this part of the country, but as I have been spending a two weeks' vacation on my Fowler doing the provinces, and as we leave here shortly for our native land, I imagined it might interest you to know that so far I have brought my wheel through from Buffalo, via Toronto and along the St. Lawrence River, into this city, carrying my weight and about forty pounds of luggage, a total of 200 pounds, over some of the roughest roads it has ever been my misfortune to find, and not a break or damage of any kind. While the wheel of my companion has been undergoing repairs more than half the time. (Not a Fowler.) I certainly have reason to feel proud of my wheel, and I shall go back to Brooklyn more firmly convinced, that for *durability, speed, beauty, and in fact, everything* that goes to make up a first-class bicycle, is to be found in the Fowler.

Very truly yours,  
R. J. SUITS.

[Mr. Suits rides a Model 25. Ed.]



MRS. DENIG and her FOWLER, Cheyenne, Wyoming



# TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

## AN EXPLANATION.

In last week's issue appeared several paragraphs under the head of "Here and There," which were advertisements sent us by the Pope Mfg. Co. Each paragraph should have been marked as an advertisement. The opinions expressed therein were those of the manufacturer and not of the publishers.

### RAMBLERS FOR \$100.

The Gormully & Jeffery Mfg. Co. have decided not to wait until the first of the year and are out with their prices for '95. In a letter issued to the trade last Monday G. & J. say:

"Contrary to our usual custom, it seems necessary, or rather it is expected, judging from the numerous inquiries made by our agents and customers, that we should at this time make an expression as to our policy and prices for 1895, instead of waiting until the end of the present year and thus following our general custom of announcing our prices, etc., with issuance of our new catalogue. We find that this is expected as necessary, owing to the fact that other manufacturers have been hasty to make such announcement.

"We had no wish to cut prices this year. We desired to continue this season absolutely on the prices fixed on January 1, 1894. We, at that time, used a good deal of judgment in announcing the price of \$125 as our price for all machines of our manufacture. The wisdom of that decision has been well portrayed during the past season. We have not had to give away any machines, make concessions, or apologize for any of our prices. The one price has stood for all the styles of machines that we manufactured, except, of course, the tandems. We have been consistent in this, and the public has appreciated the fact that we named a price, stuck to that price, and that the price was fair. Consequently there was no occasion to ask for special favors, reductions or discounts for machines that might be used by employes or fast racing men, would-be world wonders (at least in their own minds) because our price was liberal and low enough for the trade at that time, and as low as we could consistently make it. We have, therefore, nothing to apologize for in the matter of price for the season past, nor have we any stock-jobbing operations which render it necessary to keep high prices. Following this policy, we have come to the conclusion that during the year of 1895, we will list all our bicycles at \$100 and our tandems at \$150.

"Our 1895 mounts will be found up to date in every respect and requirement. Our wheels during the past season were the lightest we have ever built, and have proven themselves also the strongest and staunchest. We have nothing to regret for 1894, and are quite satisfied our agents feel the same. We are filled with hope for 1895, and wish our agents to be fully as hopeful and assured that what they will have to offer to the public will be the best, in fact, *par excellence*, in every way.

"We have no apology to offer for making the price of Ramblers \$100. The facts are, we have enlarged our factory and have increased our plant; have improved our automatic machinery; have educated our workmen. The material which we use throughout is reduced in price. Thus we are able to reduce the cost and naturally the list price should also be reduced, as it is fair to give the public the benefit of price when we are able to do so honestly. Our catalogue is in press and will be issued in a month or a little more and will give full information on our next year's product."

### President Fulton Well Pleased.

EDITOR THE BEARINGS: I can not refrain from congratulating you upon your editorial relating to list prices in your issue of the 2d inst. There seems to be a fear on the part of most trade papers to say anything against the wishes of two or three concerns who have been for a number of years in the business, fearing they might withdraw their "patronage." The time has gone by when any one concern can dictate prices, terms, conditions of sales, or anything else that will monopolize the bicycle business of this country. I think before long the trade will find out that the Pope Mfg. Co. will have a wheel listed at \$125. There is one thing sure, and that is they are getting a good deal of free advertising lately, and the trade papers are doing more of it than all the other agencies combined. I would like to see a little more independence on the part of the trade papers, and am glad that you have the sand to come out as you have in reference to this matter.

Yours truly, H. H. FULTON,

BEAVER FALLS, PA., Nov. 3. President Eclipse Bicycle Co.

### OTHER '95 PRICES.

WILSON-MYERS Co.—We shall continue our policy of giving the public the very best bicycle that can be produced, combining the highest standard of material, workmanship, finish, and design, and embodying the very latest and best improvements in cycle construction which appertain to wheels of the character we shall present as our 1895 line. While we fully appreciate that a great field is open to the manufacturer of cheaply made and economically equipped cycles, we nevertheless believe that there will, in 1895 and succeeding years, exist a goodly proportioned market for that character of cycles which can justly be classified as pre-eminently best. This is true of all other mercantile lines, why not so in bicycles? It is simply a matter of choice with the manufacturer which of these fields he will cover. For ourselves we deem it inexpedient to attempt to cover both fields, and consequently choose the one in which we have always operated. The time has passed when the consumer contents himself with determining the worth of a cycle solely by its name-plate. No matter how famous the brand, the article bearing it must bear out the representations made for it.

The year 1895 will not bring us any reduction in the price of high-grade wheels, it will however bring us the *proper* classification of bicycles, placing some of the alleged high-grade makes under their proper heading. It is of these makes it is said a reduction in list will be made. It is these makes that have demoralized the trade with their long lists and big discounts. It is these makes which, by force of competition, are obliged to fall to the list they should have been assigned to in the beginning, and the effect of this forced reduction which threatens to demoralize the 1895 trade.

We candidly believe all makers of meritoriously high-grade wheels will recognize competition from manufacturers of equally high-grade goods, but can not compete successfully with makers of an inferior grade of goods if the buying public is not enlightened as to what constitutes a high-grade bicycle. THE BEARINGS would merit the thanks of all strictly high-grade makers, and would not do any injustice to the makers of less expensively constructed goods if, from the makers standpoint they would define the true meaning of the term high grade.

In conclusion let us say the Liberty cycles of 1895 will be high grade in the fullest sense, and will list at high grade prices. Our wheels will speak for themselves, and we abide by the decision of an intelligent public to determine whether the prices we shall quote are justifiable.

A. M. SCHEFFEY & Co.—Our samples of Wynnewood wheels for 1895 are almost ready for inspection. They will consist of seven patterns in all—four diamond frames and three drop. They will be up to date in every particular, with prices to please the people. Our entire '94 stock has been closed out, and we will begin '95 business with nothing but clean, fresh goods.

INDIANA BICYCLE Co.—We have fixed our list price at \$85, for the coming year, and we shall furnish three heights of diamond frames, giving option of wood or steel rims, at \$85 list. We will also build a lady's machine, which will be full sized in every particular, except the wheels, which are twenty-six inch, at a list price of \$75, with option of wood or steel rims.

THE CRAWFORD MFG. Co.—The Crawford line for 1895 will consist of the following wheels: No. 19 and 20, twenty-eight, diamond and drop frame, strictly high grade list \$75; No. 17 and 18, twenty-eight inch, diamond and drop frame, list \$60; No. 11 and 12, twenty-six inch, diamond and drop frame, list \$50; No. 13 and 14, twenty-four inch, diamond and drop frame, list \$40. Our 1895 line will be second to none in improvements. Each and every one will be strictly up to date, highest grade, excellent sellers, and thoroughly guaranteed. The tires used will be the Columbia single tube (Hartford Rubber Works Co.), the Akron, Summit, and Competition (The Columbia Rubber Works Co.), the Dunlop (American Dunlop Tire Co.), and the Morgan & Wright. We will exhibit at the National Cycle Show, Madison Square Garden, January 19 to 26, 1895, spaces No. 78 and 79.

W. H. WILHELM & Co.—Our racer, road racer, roadster, and ladies' Wilhelms will list at \$100 and our tandem at \$125. We see no necessity for a cut in prices, as we find, as in previous years, no difficulty in placing all we can build. We are even now behind on orders and have been for some time; and for the last two months have been working full time, and, in addition to this, are working four nights each week, a thing unheard of at this season. We are pushing the work and rapidly getting our new plant in working order at Hamburg, Pa., where we will start December 1, day and night, on next season's wheels.

ACME MFG. Co.—We have made our list prices as follows: Stormer, Model A, thirty pounds, \$65; Stormer, Model B, twenty-seven pounds, \$75; Stormer, Model C, twenty-two pounds, \$85; Stormer, double diamond, Model D, twenty-eight pounds, \$75; Stormer, ladies' Model L, thirty-two pounds, \$70. While we have reduced our list considerably we have greatly improved the quality of our wheel. We have added several new features to our product, which we think make them second to none on the market.

Mr. Harvey, manager of the bicycle department of the John P. Lovell Arms Co., was in Chicago this week. Mr. Harvey says that Nat Butler the firm's racing representative, will shortly make a trial for the two-mile record, which he recently lost to Harry Tyler and will also try for the hour record, all on Waltham track. Butler is a cold-weather rider and would rather his attempts were made in cold weather. He will be paced by tandems, and Manager Harvey is seeking the tandems.

The list price of the ladies' Eclipse is \$100, instead of \$125, as stated in the advertisement of the Eclipse Bicycle Co. last week.



## ENGLISH TRADE NOTES.

LONDON, Oct. 27.—Schofield and Relph again defeated Oxborrow and Sansom last Saturday, so that at last the public should have its eyes open to the real merits of the "Flying Boudard Gear." The lesson has apparently been learned, for I hear that in spite of almost superhuman efforts the company was not floated. And yet circulars were sent round by a celebrated firm to most of its patrons promising as a great favor that if applications were made through that source, shares would certainly be allotted—and I believe it. But the great British public was not having any, and for once showed its common sense. By the way, a most scathing article appeared in the *Engineer* last week anent the gear, which may not have been without effect.

One or two of the manufacturers of cycle parts are putting detachable chain-wheels of large diameter upon the market for next season's trade. This is as it should be, but I am of opinion that the best method of changing the gear of a machine is by means of the hub cog-wheel. This should be easily detachable, and if a gear-case with the back portion made to take completely off is employed, I certainly consider that it is easier to deal with the hub chain-wheel than with the one on the crank. In this opinion I am supported by one or two of the leading manufacturers, and several such wheels will be on view at the forthcoming shows.

The balance sheets of one or two of the largest manufacturers are now out, and show far more satisfactory results than seemed probable at one period of the past year. Messrs. Humber & Co. have, I hear, made a profit of some \$205,000, which will enable the directors to pay a dividend of 10 per cent, and carry forward a very large amount to the reserve fund. Messrs. Humber & Co. are of course the firm to pay, but one at least of the other large cycle companies has done very well indeed.

The return of the export trade for the first nine months of the present year has now been published, and shows a great increase on previous years. The full amount is no less than \$5,298,735, so that some excellent business must have been done. Nevertheless the Coventry factories have not been over busy.

The usual swarm of useless inventions is again to the front with the advent of the shows. Spring wheels and band-driving are old friends that we always expect at this season, and sure enough two or three specimens are already promised. It is indeed a strange thing that year after year some men will endeavor to bring out these useless arrangements as novelties! Poor fellows, they only lose their money, but it is perfectly hopeless to reason with them.

I am afraid that the tire companies will seriously have to consider the matter of weight at no distant date. The other day I weighed a pair of wheels constructed for a tandem safety, and was astonished to find that they scaled no less than seventeen pounds. They were fitted with the very best roadster tires, and will no doubt be very good, but the weight is really out of all reason. On inquiry I found that it was all owing to the tires, the rims and hubs being of light pattern.

By the way, I have had a little practical experience of wooden rims, and I must say I am no believer in them. Latterly they are certainly not so rigid as steel fellows, and this naturally places increased strain on the spokes. Of late years riders have not been much troubled by broken spokes, but if wooden rims become fashionable, I am sure we shall have the same bother in this respect that we had some two or three seasons since. I can not say that I find the wooden rims are on an average, and when all things are taken into consideration, any lighter than steel ones.

The tricycle is still alive—that is from a record-breaker's point of view. So far, however, as the trade in three wheelers is concerned, it is dead, and I don't believe it will ever come to life again. It seems to me to have developed into a so-called speed instrument to enable those racing men who are not good enough to go for the real cycling records—that is those made on the safety—to obtain a little notoriety, but will this pay the trade? I think not.

WILL O' THE WISP.

## DOINGS IN GOTHAM.

NEW YORK, Nov. 4.—The first practical road test given the new bamboo bicycle will be the ride of E. C. Hungerford, of the Lexington Wheelmen, who is scheduled to leave Boston this morning, and ride to New York, where he is due to arrive on Wednesday. This necessitates a ride of more than 100 miles each day, and as the roads are no better than ordinary ones, the test should thoroughly answer the question as to whether or not the bamboo application is a practical one. Hungerford is easily capable of keeping on scheduled time, barring accidents to his machine. He has participated in every century run held this year, in or about New York with possibly one or two exceptions, and in less than five months he has ridden over 5,000 miles.

The American Ormonde Cycle Co., of 10 Barclay Street, will be more decidedly in line next year than ever before. Their policy will be to "sell wheels cheaper than any other house in the business," or in other words they will buy large job lots at low prices, and then sell at such a small

advantage over the actual cost, that persons in search of low-priced wheels, will instinctively call on them to get what every one is looking for—bargains.

The United States Tire Co. has opened permanent offices at 33 Barclay Street, and are now ready for any amount of business. The store is about 25x50 feet in dimensions, and so arranged as to admit of all the latest accommodations found in every well-regulated place of business. Huge plate-glass windows serve to show the tire and its principle to the best possible advantage. Andrew J. Cahill, is general manager of the company's affairs, and T. T. Roe, will attend to the sales' department, as well as look after all the concern's advertising. The tire is truly a masterpiece of mechanically fastened ones, a description of which follows: The tire can be attached to absolutely any rim, either steel or wood, it being necessary only to send the rims, to which the tire is to be fitted, to the company's office, where the inner band of steel is fitted and the tire placed in position. Around the rim and with their heads toward the hub, are four small thumb-screws, the opposite end of which are fastened securely to the endless steel band, placed within the rim and which, when tightened down with the tire on, hold the edges of the same in a vise-like grip. The steel band is so arranged that the tires can be easily ridden when deflated without fear of injuring either the cover or the inner tube. Any inner tube will fit the innovation, for such it is, and consequently any valve can be used that is already attached to such tire as one may possess. The prices are not yet ready to be made public, but they are bound to be popular, and right in line with the general '95 reduction over this year. Including steel rims, the three styles of tires to be placed upon the market will weigh: Racers, four pounds; road racers, five pounds, and full roadsters, six pounds. Every tire is tested to 100 pounds pressure per square inch before leaving the factory, and tires pumped to ninety pounds stand in the Barclay Street store for examination. The

inventor has taken out patents all over Europe, as well as in America. A number of Wall Street magnates have interested themselves in the business and fully \$4,000,000 in capital is behind the venture.

From their new location, at 17 and 19 College Place, L. C. Jandorf & Co. continue their war on prices. Their latest purchase allows them to sell \$125 wheels for less than \$50, and lower-grade machines are to be had for from \$18 to \$40. This firm anticipate greater business than ever in 1895 on account of this cut in prices which, it is believed, will leave practically no field for medium-grade wheels on the legitimate market.

Gormully & Jeffery's instruction school, over their New York store, at 1769 Broadway, corner of fifty-seventh Street, is patronized by the swagger set in Gotham and vicinity, who realize that the correct thing to do is to ride a wheel, and who begin to take lessons, much after the fellow who does a thing, "Not because I wants to, but because I has to." Style commands, and the slaves of fashion do not dare refuse. The instructors at G. & J.'s, however, possess the reputation of being all that a model instructor should be—careful, attentive, and competent. Patrons are assured that they will meet no objectionable persons at this school, and realizing this, they flock there on every pleasant

afternoon. The walls and pillars in the instruction hall are well padded and even in case of a fall there is positively no danger of injuring one's self.

The athletic outfitting department of Eugene P. Peyser, at 123-125 Fulton Street, is complete, and the prices quoted are so low that it is no wonder this firm is so highly rated, among wheelmen in particular, who invariably receive the most courteous treatment from the hands of Manager S. M. Jacobs, a prominent cyclist and club member. Entire suits, caps, belts, shirts, sweaters, tights, stockings, and shoes are to be found in Peyser's at astonishingly low prices, such as are bound to attract the custom of men desiring excellent goods at reasonable cost. Eugene P. Peyser is rapidly becoming the cyclists' unofficial outfitter in New York and vicinity, for miles around.

Nichols & Anderson, 2287 Seventh Avenue, located directly on the drive, are desirous of obtaining the agency of some well-known wheel in that section of the city. Both members of the firm are wide-awake and up to date in their ideas, exactly the caliber of men who would make a good thing out of any wheel, whose manufacturers are fortunate enough to close with them.

Keyes & Brandon, formerly uptown agents for the Remington, at 2076 Seventh Avenue, are now located at 390 Eleventh Avenue, where they have a general repair and machine shop. They will build a special wheel for 1895, to list at \$100, weighing about twenty-two pounds. A complete outfit of new machinery has been fitted up, and a specialty is being made of parts and sundries.

At the annual meeting of the stockholders of the Marion Cycle Co., the directors for '95 were chosen as follows: L. P. Halladay, Ralph Temple, Will Halladay, M. Wheeler, and J. C. Halladay. The directors in turn chose the following officers: L. P. Halladay, president and general manager; Ralph Temple, vice-president, and Will Halladay, secretary and treasurer.





# 383 $\frac{3}{4}$ MILES IN 24 HOURS **A TRIANGLE RECORD.**

**203  $\frac{3}{4}$  Miles in 12 Hours.**

100 Miles in 5:06:13.    200 Miles in 11:46:25.

300 Miles in 18:23:50.

**All Records,**

MADE BY

**LOUIS GIMM, C. W. C, ON THE TRIANGLE.**

**THE PEERLESS MFG. CO., CLEVELAND, OHIO.**

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast.

THE SELTZER-KLAHR HDW. CO.,

535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania and New Jersey.

**We want your name! Do you know why?**

Mention The Bearings

## **The Chicago Cycle Show**

...JANUARY 7th to 12th, 1895...

**To Dealers and Agents and to Prospective Dealers and Agents we offer :**

**REDUCED RAILROAD RATES** (a fare and a third from every part of the United States).

**REDUCED HOTEL RATES** at all the prominent hotels on both the American and European plans.

**FREE ADMISSION** to the show during the morning session when only those interested in the trade will be allowed in the buildings.

**THE GREATEST CYCLE SHOW** ever held in America. Practically all the makers, great and small, will exhibit.

**COME PREPARED TO DO BUSINESS.**

**For further particulars address, Secretary The National Cycle Exhibition Co.,  
Isabella Building, Chicago.**



## STACY WILL SELL MONARCHS.

Hobart A. Stacy, for the past four years with Ames & Frost, has associated himself with the Monarch Cycle Co., and will sell Monarchs in Iowa, Kansas, and Missouri. Mr. Stacy is a young man twenty-three years of age, who has a wide acquaintance in the territory in which he will travel, and will undoubtedly meet with success in connection with the sale of the Monarch. He left for the southwest early in the week with 1895 samples.



HOBART A. STACY.

### Mr. McKee on Prices.

Joseph McKee, of McKee & Harrington, manufacturers of the Lyndhurst, is in Chicago. Mr. McKee seeks a western agency in this city, a hard thing to find. The Lyndhurst has made a reputation this year that is unsurpassed. Class A riders in the neighborhood of New York have won numerous races and created world's records. Among the latter was the meritorious win of the Metropolitan district championship by Monte Scott,

when he lowered the four and five mile world's competitive records, the latter to 12:11. It may be that the Lyndhurst will be represented next year on the national circuit by a team. Mr. McKee admits the real good of such advertising. "Our prices for 1895," said Mr. McKee, "have not been determined upon, but it seems to me that such prices can not be made conscientiously and the present high grade maintained. To my mind the time has come for a concentrated stand against one-mannism, and Lozier's position is one to be admired and commended. For our part we shall make more and better wheels for '95, if the latter is possible, than during '94. We have seen the entire cycle business from away back in 1878, when we made a wooden wheel, with iron tires, in imitation of the old Otto Special made by the Western Wheel Works. I do not think it is generally known that we were second in this country to make bicycles."

## QUAKERTOWN DOINGS.

PHILADELPHIA, Nov. 3.—The local dealers and manufacturers held a meeting at the office of the Cleveland Wheel Co., on North Broad Street, on Tuesday afternoon, when the advisability of forming an association for the mutual benefit of the trade was discussed. H. B. Hart, well known as the pioneer cycle dealer of the city, was chosen temporary chairman, while Jack Greer, manager of the Union company's branch, acted as secretary. In calling the meeting to order, Mr. Hart made a neat speech, defining in a clear manner the advantages to be obtained by the formation of a trade association. He said that in addition to bringing the tradesmen more closely together, the association would be prolific of a more strict maintenance of regular prices and the perpetuation of the cycle show in the city of its birth. Although only a temporary organization was effected, the delegates manifested great interest and it promises to be a successful realization. The chairman appointed a committee to draft a constitution and set of by-laws as follows: Charles S. Smith, local agent of the Rambler; Jack Greer, of the Union Cycle Co.; J. R. Maloney, of the Cleveland Wheel Co.; W. J. Walker, of Walker & Wright, and H. S. Williams, manager Overman Wheel Co.'s local branch. On the motion of J. B. Rich, the cycle show question was brought up, and a committee of three, consisting of J. B. Rich, F. M. Dampman, and J. R. Maloney was appointed to make a complete tour among the dealers to get their views and support in the matter. Several present favored the show being held under the auspices of the Associated Cycling Clubs, but this, those present would not listen to for a moment, declaring that they favored the new association taking entire control of the exhibition. The meeting adjourned to meet again at the earliest convenience of the committees.

### Tell The Colonel.

The Raleigh Cycle Company are considerably exercised over a remark made by Colonel Pope during an interview with a BEARINGS' man, in which the Colonel stated that he did not consider the Raleigh a high grade wheel. It is not unnatural that they should feel perturbed over the matter and they send the following letter from C. F. Tucker, of Independence, Iowa, who writes: "Tell Colonel Pope I have a twenty-three pound Raleigh I'll put up against anything he can make in 1895. It's the equal of any wheel he ever saw and you can make another to prove it."

All Columbias in 1895 will be a uniform price—\$100. Nothing better can be made. Hence no bicycle will sell for more.—[ADV.]

The Elmore Mfg. Co. have purchased a large factory at Clyde, Ohio, where they will continue the manufacture of their popular line of bicycles.

# Fine Work will Tell.

YOU MAY NOT BE ABLE TO PURCHASE A TRIBUNE QUITE AS CHEAP AS SOME OTHER WHEELS, BUT IT WILL GIVE YOU SATISFACTION AND YOU WILL NOT REGRET the PRICE.

The following letter is a sample of what is thought of Tribunes:

TRIBUNES are built for the rider, and those who have them are always ready to speak in their praise.....

North Vassalboro, Me., Aug. 24, 1894.  
THE BLACK MFG. CO., Erie, Pa.

Gentlemen: I think it is my duty to write and give you the praise which you richly deserve in the manufacture of bicycles. I bought of you about two months ago, a Model F (25 lbs.) and can not speak too highly in its favor. I have ridden almost every popular machine, but never saw one that I would exchange mine for. For lightness, easy-riding, and hill-climbing, it is far superior to any which I ever saw, also a very handsomely modeled and finished wheel. Since buying mine I have sold a Model C, and the party that has it could not be persuaded to ride any other.

Wishing you unbounded success, as your wheels merit, I am  
Yours truly,  
T. M. WILLIAMS

Buy a TRIBUNE and see how it seems to ride a perfect wheel. The Cycloidal sprocket is itself a revelation to you.

Write for Catalogue and apply for agency.

THE BLACK MFG. CO.,

ERIE, PA.



## SNELL RIGHT IN LINE FOR '95.

The Snell Cycle Fittings Co., of Toledo, have commenced running their factory night and day with two sets of superintendents and foremen and expect this to continue up to July and probably longer. Great credit is due Mr. Snell for the very businesslike manner in which he has arranged his plans, as everything moves like clockwork. The Snell company are continually increasing their already large plant which, to walk through and see the workings of it, sets one to thinking, "How is it done?" The drop forge shop is the finest yet seen and the rest of the buildings one mass of machinery. For '95 the Snell company have some particularly good features, among them may be mentioned a patent adjustable handle-bar, which is so simple and yet perfect in construction that it would be difficult to detect it was such. They are receiving a number of orders for the bar from large makers and it is in great demand. A new hub, with a detachable sprocket, is shown, which is also very popular with every one who has seen it. The Flashlight lamp, which burns kerosene, is round and nickel-plated. The suspension is different from anything ever before used and the weight is only eleven ounces. The lamp department facilities have been doubled and a large variety of lamps, weighing from eleven to twelve ounces, will be turned out. Coasters are among the new things which will attract much attention. The Snell company make oil-hole covers that are neat and simple.

### Niagara Pedals.

There is a considerable demand this season for a very light central-bearing pedal, with sufficient space between the inner bearing and the shoulder to allow the pedal to be easily screwed into the crank. To meet this demand the Niagara Cycle Fittings Co. have purchased from Charles H. Metz, late of the Union Cycle Mfg. Co., and inventor of the pedal used



THE SYRACUSE CYCLE CO.'S TRIPLET, 1895 MODEL

last year on the Union machines, all rights to the manufacture and sale of this style of pedal. This pedal will be made in one style only, viz., the lightest rat-trap, weighing only four ounces, and these pedals will be ready for delivery in four or five weeks. This pedal will have no bolts, nuts, or screws to hold the frame together. Meanwhile, the Niagara company have also largely increased their product of the 1894 and 1895 patterns of the Niagara pedal, both of which styles are now ready for delivery. The weights of these pedals this year will be as follows: 1894 pattern, rubber, fourteen ounces; rat-trap, eight ounces; 1895 pattern, rubber, twelve ounces; rat-trap, six ounces; featherweight, four ounces.

### TRADE CHANGES.

TOLEDO, OHIO.—H. E. Richards & Co., bicycle repairing, removed to larger quarters, at 618 Adams Street.

WEATHERLY, CARBON CO., PA.—Weatherly Bicycle Mfg. Co., incorporated by William H. Caldwell, R. Boyd Schuyler, Wm. I. Driesbach, Williamsport, Pa., for the manufacturing and selling of bicycles and tricycles, and all the parts appertaining thereto. Capital stock, \$30,000.

BAY CITY, MICH.—A company has been formed here to manufacture a medium grade bicycle, the intention being to sell direct to the trade. A large number of wheels are to be turned out during the present season.

PORTLAND, ME.—Bicycle Steel Tire Co., incorporated by John H. Coombs and E. L. Buffington, Boston, and E. L. Dyer, Portland, Me., to manufacture and deal in bicycles and other vehicles and appliances. Capital stock, \$250,000.

BOSTON, MASS.—The John P. Lovell Arms Co. have been notified of being the recipients of the highest award, gold medal and diploma, at the California Midwinter International Exposition, for Lovell Diamond cycles. The exhibit of the Lovell cycle was made by Smith's Cash Store, Pacific coast agents for the company, at 414 and 418 Front Street, San Francisco.

NEW MADRID, MO.—Thomas B. Crow, hardware, bicycles, etc., reported to be going out of business.

FITCHBURG, MASS.—The Iver Johnson Arms & Cycle Works, have succeeded to the business of Iver Johnson.

FAIRFAX, MO.—Davis & Morrow, hardware, bicycles, etc., reported sold out.

NEW CASTLE, IND.—The Speeder Cycle Co. expect to get into their new plant, now erecting, by the first of December.

SYRACUSE, N. Y.—The Syracuse Cycle Co. are placing on the market a new form of changeable gear.

NEW LONDON, MINN.—Nels Mikkleson, hardware, bicycle, etc., succeeded by Wenberg & Hagem.

MONTREAL, CAN.—Reports throughout the dominion indicate that all bicycle manufacturing plants are enlarging, and that many new concerns are preparing to build factories, as the result of the duty of 30 per cent on bicycles imported from the United States.

BEDFORD, VA.—The Bedford Hardware Co., R. H. Thomas, manager, has opened new store, and will add bicycles. Correspondence invited with leading manufacturers.

COCHRAN, GA.—W. O. Peacock, new hardware store opened. Correspondence invited with manufacturers of bicycles and bicycle sundries, looking to accepting agency.

MONROE, LA.—The Marks Hardware Co., hardware, bicycles, etc., reported failed.

EDGERTON, MINN.—Daniel J. Denhart, hardware, bicycles, etc., succeeded by F. A. and A. J. Meechin.

### All Columbias At \$100.

Colonel Pope has issued a second circular to the trade in which he sets at rest the fears of those who have claimed that the Colonel was hiding something. He announces that all Columbias will list at \$100, both road and track wheels. The Pope company will also handle the output of the Hartford Cycle Co., whose leaders will list at \$80. This company will also turn out a line of cheaper machines to be known as the Wizard bicycles, which will list at \$60, and \$50 for the boys' and girls' twenty-six-inch machines.

### Warwick Company Prospering.

The annual meeting of the stockholders of the Warwick Cycle Mfg. Co. was held at the company's offices, Springfield, Mass., Saturday, October 27. A. O. Very was re-elected treasurer and clerk of the corporation for the ensuing year. It was learned at the meeting that the business during the past year had been the most satisfactory ever transacted. The product of

the factory has been entirely disposed of, and the factory will soon be running on full time to manufacture machines of entirely new design, to meet the large demand which is anticipated for them.

The first meeting of the board of directors after the annual stockholders' meeting was held Tuesday, October 29. According to the corporation by-laws, the directors, treasurer, and clerk are elected at the annual stockholders' meeting, and the other officers are elected by the board of directors. At this meeting the following officers were elected: G. A. Russell, president; A. J. Wright, vice-president, and A. O. Very, business manager.

A gentleman, thoroughly acquainted with the cycle business and trade in this country and Europe is going to make a trip to England, France, etc. Would like to hear from American makers of wheels, wood rims, tires, or other bicycle parts or accessories which they desire to have introduced in Europe. Refer by permission to THE BEARINGS. Address Z, care THE BEARINGS.

The Columbia bicycle will be better than ever next year—the best bicycle made, as usual. Its price will be \$100. You will not pay more for any other. Will you have any other? The Columbia leads.—[ADV.]

### Newspaper Reporters Wanted.

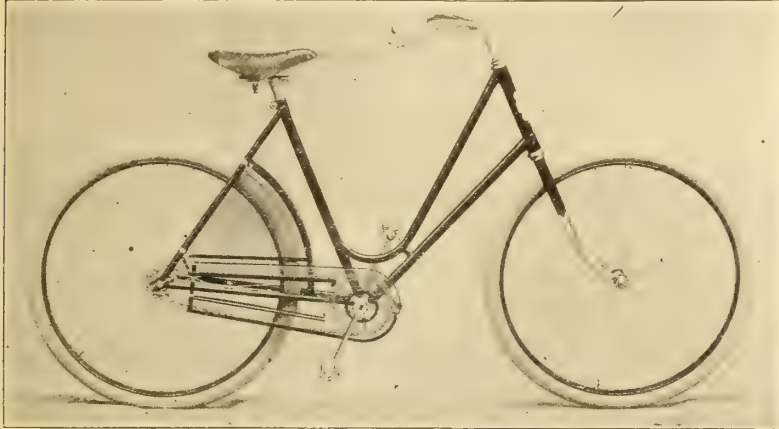
We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women and even old men would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill.



### THE WAVERLEY BELLE.

The pride of the Indiana Bicycle Co.'s '95 models is the Waverley Belle. It lists at \$75 and with clincher tires weighs but twenty-five pounds. With other tires the weight is decreased two or three pounds. The specifications of the wheel are as follows:

Frame.—Straight diamond, with dropped upper tube gracefully curved. Nine and a half inches ball steering head. Depth of frame, 21 inches. Wheel base, 43½ inches. Tubing.—Mannesmann, superior quality, 18, 19, and 20 gauge. The Indiana Bicycle Co.'s own make of best drop forgings used at all joints. Wheels.—Twenty-six inch constructed with Torrington swaged spokes, 14 wire drawn down to 17 gauge. Full nicked tangent, tied at cross. Fitted with steel clincher or wood rims. Twenty-eight-inch

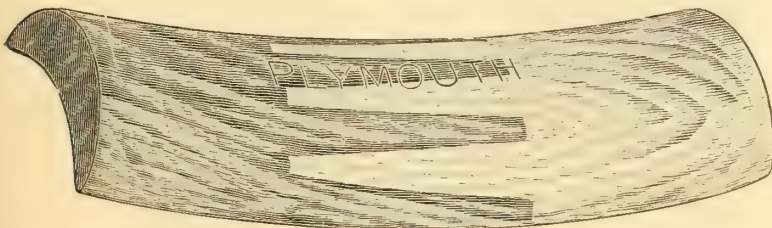


wheels will be fitted on special orders only, at \$10 extra list. Tires.—Waverley clincher on steel rims. Selection not yet closed for tire on wood rim. Bearings.—Waverley superior ball bearings all around. One-fourth-inch balls in crank shaft and rear wheel; 3-16-inch balls in front wheel and head; 1-8 inch balls in pedal bearings. Sprockets.—Improved method; detachable both front and rear. Chain.—New Humber pattern; ¼-inch solid hardened block. Cranks.—Superior quality spring steel; round pattern; 6-inch throw. Pedals.—New Waverley combination pattern; either rat-trap or rubber, as desired. All machines fitted with rat-trap unless rubber is specified on order. Corkaline handles. "T"-shape hollow saddlepost. Garford '95 pattern black saddle. Finish.—Very superior black enamel, with nickel trimmings, including spokes and front fork. Weight.—With clincher tires, twenty-five pounds. With wood rims, two to three pounds less, according to weight of tires.

### THE PLYMOUTH RIM.

Business is prospering with the Indiana Novelty Mfg. Co., manufacturers, at Plymouth, Ind., of the Plymouth interlocked joint wood rim. This concern was the first in the foreign field with wood rims and is meeting with great success abroad. Their European agents are S. Ginterman & Co., 35 and 36 Aldermanbury, London, E. C. In Paris the rims are now handled by Mr. Carl Rosenfeld, No. 4 Rue Bis Montholon. This foreign business causes the company to employ at present two complete forces night and day. A new addition has been made to the factory. This is 80 x 60 feet and is used for a bending room.

A 200-horse power Corliss engine is now being placed in the factory, together with a thirty-five horse power boiler being added to the heating plant. The Plymouth rim was one of the most successful of the past season. The



joint consists of tongues and grooves interlocking. These ends come together square across. The joint is glued, but would stand without glue as the tension of the spokes makes it lighter instead of straining it apart as in the skived or lapped joint rim. The rim is made of the very best hickory elm, which is a very hard, close grained wood and finishes beautifully, either painted or in natural color. Rock elm is not the common eastern elm, but a different and distinct variety, which is found in only three western states. The material is better adapted to the manufacture of bicycle rims than any other, and is waterproofed so as to take either paint or varnish, also the cementing. The rims are made for any style tire desired. Where they have been tested abroad a goodly order has always been the result.

The International Mfg. Co. of this city have made arrangements to turn out 2,000 wheels for the season of '95, of which one-quarter have been sold.

Sam T. White, who has been traveling in Iowa for three years, the last season for the Stover Bicycle Mfg. Co., has left that concern. White is one of the best known cycle traveling men in Iowa territory, and placed more wheels for Stover last year than any other of that firm's traveling force. He has two or three positions in view.

### THIS IS THE BEST OILER

EVER MADE....



Price  
25c. EACH.  
Does not leak.  
Regulates the  
supply of oil  
to a drop.

CUSHMAN & DENISON, 172 Ninth Ave., N.Y. A GOOD OILER, price 15c. each.  
Mention The Bearings

### DEAL'S KEYLESS LOCKS.

Don't be bothered  
with a key.

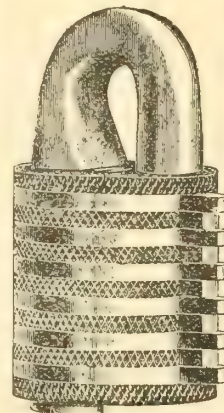
NIGHT USE SAME AS DAY

Instructions with every lock  
how to change combination  
over 3,000 times.  
Sent, postpaid,

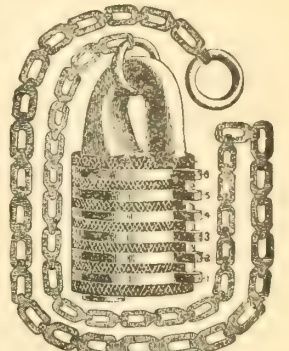
**\$1.00**

Satisfaction guaranteed or  
money refunded.

More information obtained by  
writing



Large Pad Lock.



Bicycle Lock.

A. W. BREDE, - - - URBANA, ILL.  
Mention The Bearings

CAN YOU KEEP A SECRET?

## ..TEMPLE SPECIAL..

Regular road wheel for '95 weighs 25 lbs.

High frame and 5½ inch tread.

IS A JIM DANDY BICYCLE  
AND JUST THE WHEEL TO HANDLE.

ADVANCE CIRCULARS AND PRICES ON APPLICATION.

Ralph Temple Cycle Co.

2208 Michigan Ave. CHICAGO.

Removed from 158 22d St.



## GARDEN AND BREWSTER JOIN FORCES.

R. D. Garden, formerly manager of the Pope Mfg. Co.'s Chicago branch, and W. M. Brewster, treasurer of the L. A. W., have joined forces and will go into the bicycle business in Philadelphia; they will handle Victors and the Western Wheel Works goods.

The announcement that these popular wheelmen have decided to go into partnership has caused quite a surprise in the trade. Writing of his venture Mr. Garden says: "Having looked over available territory we selected Philadelphia as a most desirable headquarters, most susceptible to improvement, and a pleasant city in which to make our homes. We will there represent exclusively the Overman Wheel Co. and Western Wheel Works, our territory covering part of eastern Pennsylvania and the southern end of New Jersey. We could readily have secured a larger and more varied line of machines, but apart from the inconsistency, which the selling of two or more wheels at the same price creates, we deemed it better judgment to confine ourselves to two lines which practically cover the entire field, and which are recognized as embodying the best and most reliable features of bicycle construction and the acknowledged leaders in the trade. We will also handle exclusively a few special accessories and later on may give our attention to an eastern representation in tires, saddles, etc. We will probably do business under the name of the Garden & Brewster Cycle Co., and our headquarters will be at 835 Arch Street, the present location of the Overman Wheel Co., in Philadelphia."

H. G. Rouse, of Peoria, was again in the city this week. Mr. Rouse says that Mr. Duryea will shortly dispose of all rights to his tire to a firm that will market it during '95.

## Another Dunlop Tire Deal.

The Central Cycle Mfg. Co., of Indianapolis, have contracted with the American Dunlop Tire Co. to use Dunlop tires on their wheels next year. President Wainwright writes that their machine will list at \$85 next year. He says that since they announced the price they have been overrun with inquiries for agencies.

## Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind. <sup>23</sup>

Columbia bicycles—You see them everywhere. Everywhere will have far wider meaning in 1895, with peerless Columbias at \$100, the record-breaking price for next year.—[ADV.]

## THE WESTERN TRAIL

is published quarterly by the Chicago, Rock Island & Pacific Railway.

It tells how to get a farm in the west, and it will be sent to you gratis for one year. Send name and address to "Editor Western Trail, Chicago," and receive it one year free. JOHN SEBASTIN, G. P. A.

J. A. Johnson, one of Pittsburg's leading dealers, is in Chicago closing a deal with the Hill company to again handle the Fowler for '95. Mr. Johnson has met with great success with the Fowler this season.

WRITE US IMMEDIATELY AND  
RESERVE YOUR ROOMS.



OUR CUISINE IS PERFECT

If you are coming to the Cycle Show  
we will take good care of you  
and your friends.

# Clifton House...

Wabash Ave. and Monroe St., CHICAGO.

We are within one block of the show and our rates will be

\$2.00, \$2.50, and \$3.00, American Plan.

MENTION THE BEARINGS

# HE RIDES HILLS.....

HYDETOWN, PA., Oct. 25, 1894.

St. L. R. & W. G. Co., St. Louis, Mo.

GENTLEMEN: I like thoroughly well my wheel No. 746 **FOR RIDING QUALITY** I like it better than any other I have yet seen, and in appearance **IT GOES AHEAD OF ALL**. The Palmer tires are all right. Seemingly born to trouble in a bicycle way, I have gotten along nicely with my **Lu-Mi-Num**. A spin of 30 or 40 miles does not seem nearly so long as it did with my former mount, and I ride hills that I did not think of tackling before.

Yours truly, CHAS. A. RIDGWAY.

HE NEVER TACKLED BEFORE.

MORAL:

Ride a **Lu-Mi-Num** and do  
likewise.

WATCH FOR OUR '95 LINE.

**St. Louis Refrigerator & Wooden Gutter Co.,**

ST. LOUIS, MO.

MENTION THE BEARINGS



# THE BEARINGS

Vol X  
No 16

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, NOVEMBER 16, 1894.

## ZIMMERMAN HOME.

**The Champion and His Chum, Harry Wheeler, Receive a Hearty Welcome in New York.**

NEW YORK, Nov. 12.—A. A. Zimmerman, H. C. Wheeler, J. M. Erwin, and Harry Rue arrived here today aboard the Hamburg-American steamer, "Augusta Victoria," which sailed from Genoa, Italy, November 1. Owing to the fact that the Madison Square Garden management had circulated reports to the effect that the party would not arrive until next Saturday, there were but few persons present at the steamship pier as the ocean greyhound settled to her moorings in Hoboken, N. J. Among those who had journeyed across the river to make sure of not missing the returning party were Alf DuCros, of the American Dunlop Tire Co.; Chas. A. Sheehan, manager of the Garden tournament; George S. MacDonald, of the Raleigh Cycle Co.; T. A. Zimmerman, father of the champion; Joe McDermott, a number of newspaper men and several ladies, noticeably among their number being Mrs. Zimmerman, Mrs. McDermott, and Arthur's fiancée, Miss Lynch. The voyage over was rather rough, causing "Wm. Twinkle" and Zim to come dangerously near throwing up all they knew about each other. As Erwin expresses it in his characteristic witty manner, "We were pretty near the ragged edge on more than one occasion, but Wheeler stood it like the sailor that he is."

Of course the usual number of cheers, handshakings, and "jollying" was duly engaged in, following which, the entire party—excepting the ladies—adjoined to a convenient cafe, where beverages were ordered and appreciated between stories, as told by Wheeler, in which "Dark Secret" Backus came in for a goodly amount of notice. Some of John's experiences will look well in print. Wheeler says that the "swellest coon in Europe" (the distinction by which Backus is recognized) intends publishing a book, detailing "The follies and frailties of Parisian beauties," of which the "Dark Secret" has had more than his full share.

Zim will train at Asbury Park or Orange, N. J., for the Thanksgiving week's racing. Troy will follow on the "New York," arriving here next Saturday. In his company will be A. C. Edwards, of England; Alex Verheyen, of Germany; L. Lesna, of France; L. Colombo, of Italy, and A. V. Linton, of Wales. Starbuck, Waller, and Crooks' coming is doubtful.

The Garden management refuse to state, or let drop anything by which the terms of Zim's American appearance can be learned, but from an authentic course it is inferred that in addition to a guaranteed amount he will share in the gross gate receipts on the week's racing. He will probably receive about 10 per cent of the total, which will stand him not less than \$2,000, to which \$2,500 cash for coming, and his winnings of the week will make his Thanksgiving tournament work net him in the vicinity of \$10,000.

All of the men are feeling in excellent health, particularly Zimmerman who actually gained ten pounds en voyage. Erwin, with a newly grown goatee, and a luxuriant growth of football hair, looks for all the world like a bleached Frenchman. He is the proud possessor of a derby hat, bought somewhere on the "contenong" that reminds one greatly of the kind our grandfather used to wear. The crown is about four inches high and the rim, flat and of the abbreviated type.

## ZIMMERMAN'S LAST RACE.

FLORENCE, Oct. 28.—"That's what the shoemaker threw at his wife—the last," said Zim, as he came in from the track and threw himself upon the couch for the usual rub down. The race meet this afternoon was the last in which Zimmerman and Wheeler will take part, previous to sailing for America, and would have been the last of the year had not Madison Square come upon the scene with inducements that could not be overlooked.

It seemed a stroke of coincidence that Zim should find in Florence the place for running his first and his last race of 1894. On the 17th day of June he lost the five-kilometer race, his first race of the season, and today he won the three-kilometer race, his last race of the season. The four and a half months intervening have borne witness to a string of uninterrupted

victories, so that a return to Florence was like unto the reappearance of the victor, and all

## The Sunlit City Extended a Welcome.

Both Zimmerman and Wheeler have been riding far below the grade of their work in Paris during mid season, but Zimmerman at least was still fast enough during the latter campaign in Florence to get home first even though the margins were narrow. The hotel food has been frightfully bad—the name of the hotel is the Cavaur—and Zim has been "off his feed" ever since coming here. With the speed which the Italians are able to muster at all stages of the game it has behooved the "Grinder" to attend strictly to business if he was to win, and when he had crossed the tape this afternoon for the last time, until nearly four weeks have elapsed, he was inclined to give vent to

## An Expression of Relief.

"I feel that I am done for the year," he remarked. "Of course I have Madison Square Garden well in view, and I hope to be in shape to ride winning races there, but I'm not sure how I will fare by the boat trip and a sudden plunge in to cold weather."

The party is nightly fighting mosquitos, and sleeping outside the covers down here in balmy Italy, so that the prospect of heavy overcoats, ice, snow, and cold feet, is not entrancing.

The Zimmerman race of this afternoon's programme was of two heats of 2,000 meters each, and a final of 3,000 meters. The first heat went to the credit of "Alex" Verheyen, the Frankfurter, who is coming to America. Verheyen took a "sneak" from the banking at the time the sprint was due, and when Zim didn't go after him the others would not. Pontecchi, however, tore after him around the last turn, with Zimmerman next. But

## "Dutch" was Going too Fast to be Caught.

and he went across the line first by two or three lengths. Pontecchi was second, and Zimmerman third—three to ride in the final. In the other heat Wheeler followed the example of Zim, finishing third to Dani's first, and Airal di's second.

In the final Airal di tried to run away from the crowd, but succeeded in doing nothing more than amusing the people. When the sprint was begun Zimmerman forged ahead, with Pontecchi following close behind. These two led all the way down the homestretch, and Zimmerman won by the length of his machine, while Wheeler beat Verheyen out for third.

Harry Wheeler ran a match—best two in three—against Pontecchi. The first race (1,000 meters) went to Pontecchi by such a close shave that some of the people thought that Wheeler had won; the second (2,000 meters), to Wheeler by two lengths, and the decider (1,000 meters) to Pontecchi by a length.

Dani ran a race against the tandem team of Lamberjack-Fillipi, and

## The Tandem Team Went Wide

on the last turn, just as the charioteer in the circus, when the lady wins; Dani took the inside and sailed home first. The audience smiled, and the people who played the Pari-mutuels without taking a sober thought were looked upon as "suckers."

Dani and Wheeler won the tandem race from Pontecchi and Dunn. As the two teams dashed around the curve, just after the finish, a small boy started to run across the track. The mixture that followed would have been funny had it not been frightful. Dani became entangled in the middle of the Pontecchi tandem, Wheeler slid twenty feet on his hair and the small boy lost an ear. Small boy was carried to the "Red Cross headquarters" and bandaged up. Wheeler escaped with skin abrasions, but Dani was badly bruised.

J. M. ERWIN.

## PENSEYERS' WONDERFUL HALF MILE.

W. H. Penseyers, the Buffalo rider, did a straightaway half mile on the Buffalo course November 9, in :46 $\frac{3}{4}$ . He was paced by the Globe quadruplet and rode a Globe himself. Both single and quad machines were fitted with Palmer tires. Penseyers' time for the half is at better speed, if carried out to the mile, than Johnson's wonderful record of 1:35 $\frac{3}{4}$ . Two half miles at Penseyers' speed is equivalent to 1:32 $\frac{1}{4}$ .



## LOUISVILLE'S CARNIVAL.

**Fifteen Hundred Riders Turn Out—A Huge Success—Some of the Decorations.**

LOUISVILLE, KY., Nov. 12.—If the approving applause of from 10,000 to 15,000 people is any evidence the carnival held here last week was a decided success. The number in line was variously estimated from 1,200 to 2,000, but 1,500 will be a very conservative estimate. The decorations were various and embraced everything that could possibly be put on a bicycle or on bicycle wheels. The route of the parade was on the principal residence street, the one that leads to the parkway. Every possible foot of space was taken up by spectators and a whole platoon of police was hardly able to keep enough space clear to allow the passage of one rider. For that reason the start had to be made in single file, which interfered somewhat with the appearance at the start.

The meritorious designs were applauded, and very generously too. This kept the crowd very busy, for all in line had taken extra pains on the decorations of the wheels. Through a misunderstanding two of the divisions did not go into the parade. They thought that it would be postponed on account of the threatening weather, as it was understood that it would be postponed until the following Monday if it rained after 2 o'clock. At 3 o'clock it was drizzling, and one of the committee declared it off. Some of the others declared that they would go in any event, and the postponement was declared off, and those who had heard of the first announcement were notified accordingly. This confusion seems to have had a very good effect on the weather, as it cleared up, and a better night could not have been wanted as it turned out before the end of the occasion.

### The Start.

Promptly at 8 o'clock the signal to start was given and the platoon of police started to open a way through the solid mass of people in the street. Following them came the Louisville Legion Bugle Corps, mounted on wheels. It is believed that this is the first time that a bugle corps ever drilled and rode on bicycles. The chief marshal, John B. Carrington, accompanied by Mayor Henry S. Tyler, followed them and received a large share of the applause. Then came division No. 1, under the guidance of Phil. E. Allison, the largest, in point of number of riders and in point of decorations. The float of the firm of G. M. Allison & Co., agents for the Columbia wheels, was a very fine piece of work and well merited the applause bestowed upon it. With the riders pulling it, it took up a space of thirty-five feet in length and eight feet in width. The principal part of it was to represent Columbia and was preceded by Columbus on a wheel, attended by two Indians on each side of him, followed by the ship Santa Maria, arranged on a wheel. Then came the riders on wheels pulling the large float. There were six of them, coupled together in pairs, all dressed as Uncle Sam and the wheels decorated in red, white, and blue. The float was over twelve feet in length and built on a frame, to which was attached axles with bicycle wheels. In the rear part was erected a throne, occupied by the Goddess of Liberty holding a large shield of the United States. She was attended by a small page driving a large American Eagle, with outstretched wings. Over the throne was a large iron frame decorated with Japanese lanterns and from the four corners of the float were suspended poles, to which was strung a wire to hold up more lanterns. Three pages on each side carried red and blue lights.

### The Southern Queen

was the subject of the representation of R. C. Wayne, the manufacturer of the Southern wheel. Three bicycles were coupled together, while the front wheel of the center one was removed to prevent interference in steering. Across the front of the wheels was made a wire frame in the shape of a cowcatcher as used on a locomotive. From the two side wheels was suspended a wire frame to form a canopy. On the center wheel was an elongated saddle post and saddle attached, on which was seated a regular Southern beauty. Everything about the display was decorated in red and yellow, even the riders and the queen. Another display of the same party was made by using a bicycle sulky, with two riders on bicycles to furnish the motive power. On the seat of the sulky were seated three children driving the riders with ribbons. Everything about this display was decorated in pure white, with costumes of same color. The display was well received by the spectators.

The flying cutter was the subject of Prince Wells' best display. It was built of iron rods on a tandem, and was decorated with ribbons and tissue paper of every color. A large number of star-shaped lanterns were hung in various parts of the design. Another tandem was decorated with the largest amount of decorations ever seen on a single mount, and which would be indescribable. A large shell was the subject of the design of the Kentucky Cycle Co., and was arranged by coupling together two drop-frame bicycles, and connecting the frame of the shell to the front and rear. The canopy and frames of the bicycles were draped in the national colors, with many colored lanterns hanging to every available space. In the design was F. S. Byington dressed as Mephisto and a young lady dressed as Columbia.

The agents were not allowed to compete for prizes, and their efforts, under the circumstances, deserve the commendation of all.

### Individual Displays.

It would take four or five pages of THE BEARINGS to describe the meritorious displays made by individuals, while they knew that prizes would be given, yet, by the negligence of the prize committee, no announcement was made for what display a prize would be given. The finest single

display was made by Charles Hager, whose design was a large white swan on each side of his bicycle. On the handle-bars was a baby seat in which was fastened a large flaxen-haired doll, with ribbon reins, driving the swans. From the rear of the handle-bars was raised an iron bar, to which was attached a double-cone shaped canopy, surmounted by a large white dove. Mr. Hager was dressed in a Louis XVI costume, complete in every detail. He rode his design over the entire route of the parade and was only given second prize, while another party, who forgot that he had to have his handle-bars loose and could not ride his design on that account, was given first prize. This latter party walked along pushing his design, until he could find a way out of the crowd.

The third prize was awarded to Louis Welle, who deserved it, for so much has never been seen placed on any bicycle before; a description of it would be impossible. The greatest wonder of every one was, how he ever thought of getting up the design, and how he could steady it enough to keep it from turning over.

The winner of the fourth prize was a Mr. Reichert, for the large number of lanterns carried by him attached to his wheel. The fifth prize was awarded to the employe of one of the agencies after, as has been stated heretofore, all agencies were debarred from competing for prizes.

### The Greatest Show of Partiality

was shown in the award of the first ladies' prize. It was announced that it was awarded to a lady who rides the wheel sold by the firm of which the gentleman is a member. The costume worn by the announced winner would not have won her a prize under any other circumstances. Some of the wheelmen say that she wore a Chinaman's costume and some say another, but all agree that her wheel was not decorated. If any lady was entitled to a prize it was Miss Lottie Fisher, who rode in the first division. She was dressed in white, her wheel was decorated in white, and to the handle-bars of the wheel was a long bar, to which was attached the frame of an umbrella, the ribs were covered with white cotton and white ribbons, and to the ends of the ribs were hung lanterns, as nearly white as they could be gotten. The best evidence of the truth of the statement of the worthiness of her design could be seen by the applause accorded to her on the line of the parade.

The Ogallalla Cycling Club made a fine appearance, all members out, being dressed in costume as Indians, and in war paint. The Y. M. C. A. Club turned out the largest number of any of the clubs or organizations. The K. A. E. O. members had a very large number of riders in line, all dressed in their regular lodge room regalia. The regalia used was a red fez cap, blue and white sashes. Every nationality was represented, some good and some bad. One man was dressed in a long calico gown, with a sun-bonnet and wig, and created considerable amusement by throwing his arms around the necks of the boy, and hugging them.

Taken as a whole, the whole affair was remarkably free from accidents, only one man was reported as being hurt in any way. One very fine decoration, representing a white butterfly, was

### Destroyed By Fire

before the rider had proceeded more than one block from the starting point. The design was made mostly of feathers and clothespins were in great demand for a few minutes in that neighborhood.

Members of the Louisville Legion were spread along the route of the parade and kept back the spectators and also burned the red fires. The clouds were very low and the glare of the red fires made a peculiar effect in the sky. At the end of the parkway there were two large bonfires and two large piles of red fire which, with the different colored lanterns and varied colored costumes of the riders, gave the place a very uncanny appearance and was very suggestive of what might be expected in the next world. While the band was rendering a popular air some one started to accompany the music with a bicycle bell, and every one on the ground joined in.

As stated last week, the parade was gotten up to celebrate the completion of the parkway from the city limits to the limits of South Louisville. As the park commissioners had the work under their charge they were invited to view the parade, for which purpose the committee placed at their disposal a guide and carriages. They enjoyed it very much and were loud in their approval of the gentlemanly and ladylike behavior of every participant, and hoped that it would be made an annual affair.

The daily press were very much gratified at the success of the affair and were unanimous in the expression of the hope that it would be made an annual affair as had the park commissioners.

### Kansas' Unpaced Records.

Several Kansas Class B men have been on a record hunt at Wichita, and have put up the following unpaced marks: By M. H. Burt, on a Stearns, fitted with Palmer tires: Quarter-mile, standing, unpaced, :27½; half-mile, flying, unpaced, :59½; half-mile, standing, unpaced, 1:01; Three-quarter-mile, flying, unpaced, 1:43½; One-mile competition, 2:20. By W. H. Fehleisen, on a Syracuse: Quarter-mile, standing, unpaced, :30½; Third-mile, standing, unpaced, :45½; One-mile, standing, paced, 2:18. By Ross Miller, on a Rambler: Third-mile, flying, unpaced, 43¾. Tandem records were made as follows: Half-mile, flying start, :59½, by Miller and Burt. One-mile, flying, 2:14, by Fehleisen and Burt. Five-mile, flying, 13:27½, by Miller and Burt.

E. J. Day, manager of the eastern branch Western Wheel Works, is taking a well-deserved rest along the Indian River in Florida.



## ALMOST LIKE A DREAM.

### Chicago Park Commissioners Willing to Build an Exclusive Roadway For Cyclists—The Plans.

Should the West Division Park Commissioners of Chicago decide to construct for the wheelmen a roadway of the finest character, 30 feet wide,  $1\frac{3}{4}$  miles long, connecting Douglas and Garfield Parks, are the wheelmen willing to be restricted to this roadway, and be barred from the other roads running parallel with the bicycle path? The Park Commissioners request this. The question must be answered before the meeting of the board, which occurs shortly, and all riders in the city are requested to express themselves by postal, or letter to THE BEARINGS. All of these communications will be presented to the board at a meeting to be held shortly, and in view of the following plans, should carry the day. Communications should be addressed to "Roadway," care THE BEARINGS, and should be as far as possible the expressions of the clubs in a body. The monthly meeting of the clubs will be held just at this time, and some favorable action should result therefrom.

G. W. Dorr, the gentleman who was prominent in the construction plans of Parkside track, is the designer of the plans shown exclusively by THE BEARINGS this week. Mr. Dorr is a wheelman and thoroughly devoted to the sport. Mr. Dorr has taken the matter of

#### A Special Bicycle Speedway

before the Park Commissioners and has gained favorable consideration for his plans. The Park Commissioners are disposed to restrict the wheelmen to their own path when that is in condition, when the weather is good and the roadway dry.

For years the wheelmen have sought recognition from the Park Commissioners and have heretofore failed. The wheelmen of the North Side are even now engaged in securing favorable action from the Park Commis-

surfacing and banking, and thirty feet wide. On the inside of this circle will be the football, baseball, tennis, and general athletic field, and around the track will extend a driving track for horsemen. Outside of that is the boulevard on which the riders are now scorching. From the bicycle speedway there will be a roadway connecting that with the bicycle track. A turn will be provided in Douglas Park. Thus

#### A Continuous Course

of four and one-quarter miles will be constructed, properly surveyed and accredited and road races of any distance may be held. A grand stand will be constructed at the south side and across the boulevard from which the entire field can be viewed.

These plans are presented for the consideration of the wheelmen of Chicago, from whom it is hoped a hearty response will be received and that quickly, a response embodying individual and club opinions and a willingness to restrict their scorching and riding to the road built for their exclusive use.

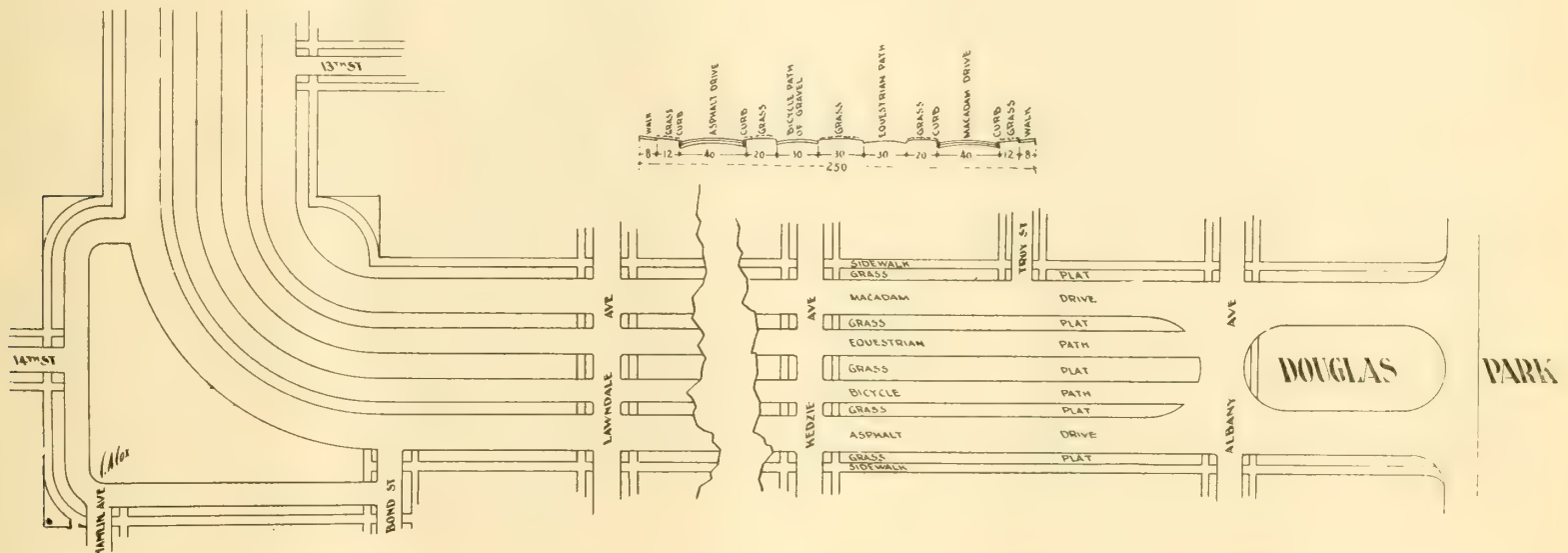
### MADE MANY RECOMMENDATIONS.

BROOKLYN, N. Y., Nov. 12.—At the annual meeting of the Racing Board, held here today, it was decided to recommend several changes and additions to the present rules prevailing in the National Assembly. The competition record made by Tyler at Waltham, on October 22, was rejected. The following are the changes in the rules recommended by the Board:

That protection be given manufacturers on contracts with racing men on the one point of jumping same to other makers during the season, and that in return for the same, absolute protection be given the racing man, and that protection be withdrawn from any manufacturer who aids or induces racing men to violate the Class A rules.

That all racing men in any way connected with the trade be declared in Class B.

That a charge for sanctions be made to all clubs, associations, or individuals,



sioners looking toward a speedway much less in grandeur than these plans of the West Park Commissioners, almost thrown at the wheelmen's feet without the asking and without price except that the wheelmen

#### "Keep on Their Own Side of the Road."

The plans proposed are for the grandest boulevard or series of boulevards ever constructed. They will connect Garfield Park, starting at the entrance to the new addition to the park at Colorado Avenue, and extending south to the turn, about 4,600 feet and then east to Douglas Park, another 4,600 feet, or  $1\frac{3}{4}$  miles in all. This boulevard will be a grand affair of a total width of 250 feet.

On the east side of the boulevard will be a walk eight feet wide. Beside this will be a grass-plat, twelve feet wide; then a curb and an asphalt roadway forty feet wide and another curb. Then comes another and wider grass-plat twenty feet wide. The bicycle path or road adjoins this and will be thirty feet in width, built to a depth of several feet of macadam, surfaced with finely sieved packing gravel, topped with fine cinders and then rolled solid. This will make the finest kind of road for cycling, and very speedy. As teams will be excluded from this at all times, as will horses

#### The Path Will Always be Smooth

and fast. Any speed will be allowed on this path. A grass-plat thirty feet adjoins the bicycle path to the west with an equestrian path, thirty feet wide adjoining it. Then comes another grass-plat twenty feet wide, then a regular macadam boulevard forty feet wide, a grass-plat twelve feet wide and a walk eight feet wide.

It is unfortunate that neither stretch on this magnificent roadway is a mile straightaway, but Mr. Dorr assures THE BEARINGS' man that the turn will have a sufficient radius and banking to round it at a 1:30 clip and that is fast enough.

In conjunction with this path it is proposed to build on the inner circle of the old Gentlemen's Driving Park, the new addition to Garfield Park, a three-quarter mile bicycle track, constructed on the most approved lines,

excepting League of American Wheelmen clubs, which shall be exempt from any charge for sanctions.

That special referees be appointed for the national circuit.

That the chairman of the Racing Board be paid a salary, and that the office be made an elective one.

That the rules be so changed as to exclude the participation in races of women.

That road racing be condemned, and the L. A. W. urged to co-operate with local authorities in suppressing same.

That special arrangements be made for black-listing clubs not fulfilling agreements on prize values.

That private trial records be restricted to a certain period, and governed during said time by duly accredited L. A. W. officials.

### THE RECORD HUNT.

The hunt of the Columbia racing team after records was brief and ended in preparations. The team disbanded last week at Springfield by orders of the company, the orders coming rather unexpectedly after MacDonald and Bald, the "to-be" record smashers, had shown splendid ability. The teams that paced Tyler in his successful attempts had been secured and all preparations made to transport the stable to Montgomery, Ala., where a fine track for the work had been secured. Manager Bridgeman, so report says, had been succeeded by Henry Goodman.

At the time of disbandment, both Bald and MacDonald were riding in great form, as were the tandem teams. All were, of course, greatly disappointed and surprised. MacDonald and Murphy will ride in the races at Madison Square Garden Thanksgiving week.

The disbanding of the Columbia, Union, Cleveland and Rambler teams will rob the record breaking battle of its chief interest. The withdrawal of these leaves the field in possession of the Stearns team, now presumably, in El Paso, Texas, and the Rambler coast team. The veterans Eck and Atkins will have charge of these two teams.



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GEO. K. BARRETT, EDITOR.

## THE RACING BOARD.

The Racing Board has almost done its work for the year. Its report is yet to be written and presented, and then the labors of the best Racing Board that the League of American Wheelmen ever had will be ended. The two-class system, deemed by many a dangerous experiment, has been tried and proven an unqualified success. The rules have been ably administered and there has been little or no cause for criticism or complaint. To Chairman Raymond and his co-workers the cycling world owes a deep debt of gratitude. Without remuneration they have done more work than all the rest of the League officials put together and they have done it well. The recommendations that they have decided to make to the National Assembly are all sound and are the result of carefully studying the workings of the present rules. The recommendations should be adopted, every one.

The proposition to elect the chairman of the Board is a little startling, but is, nevertheless, one of the best recommendations offered. The work done by the chairman of the Board is as important, if not more important, than the work of any other League officer. It is work that requires constant attention, superior judgment, and lots of hard work. The office has been filled to the satisfaction of every one and the man who next fills it will have a hard row to hoe. May he be as good a man as Raymond.

## WE TOLD YOU SO.

It always gives one a feeling of satisfaction to be able to say, "We told you so," and we are not above this common, human weakness. We did tell you so. We are talking about Tyler's claim for the competitive mile record. The claim has been refused, as we said it would be. It has been a fruitful subject for newspaper discussion. There have been columns and columns written on it. Of course Tyler's manager stoutly maintained that the record was all right, and should be accepted. It was his business to do so, and he can receive nothing but commendation for it. Still, the fact remains that it was not for the best interest of the sport that the claim should receive the hall mark of the Racing Board. If it had been allowed to pass there is no telling what kind of records we would not see claimed in the future. We have no words of blame for either Tyler's manager or for Tyler himself. They are both gentlemen and conduct themselves as such, but they did make a claim that if accepted would have resulted in harm to the sport, and for this reason, and for this reason alone, we took the stand that we did, and we are happy to say that we took the right one.

## ZIMMERMAN'S RETURN.

And so Jimmy has returned to his native heath crowned with glory and loaded with gold. Professional riding certainly pays, viewed from his standpoint. He has, in the professional ranks, done himself as proud as he did in the amateur ranks and he has made a deal more money—made it fairly and honestly, in a way at which no man can cavil. He has shown Americans that professional cycle racing can not only be honestly conducted but can be made to pay as well. He returns from lands where professionals are the cream of the racing men. It is not so in this country—at least our best racing men are not called professionals, although they are to all intents and purposes as much professionals as Zimmerman is. The

time is coming slowly but surely when racing in this country will be conducted on the same plan that it is in France and Italy—when the best riders will ride for money prizes. Our two-class system has, in spite of all the predictions of the croakers, proven a phenomenal success. Class B is as near-out-and-out professionalism as it can be and still bear the name of amateurism. Class A is amateurism. The two classes are far apart and will be farther apart before long. Stringent laws will be passed to keep Class A pure, while Class B will get nearer and nearer professionalism, until it at last will come to be called by its right name. Zim is but one of the many influences that are producing the inevitable result.

## RECORDS AND---RECORDS.

Yes, there are records and records. A bicycle publication seems to be considered by the cycling public as a bureau of information. One good friend remarked to the editor, after sitting in the sanctum for an hour and listening to the numerous and varied questions that were put and answered, "Well, if you aren't an en-cycle-opedia!"

It is accepted by the public as one of the duties of a cycle editor to keep track of the records.

The records!

What a multitude of — yes, sins is covered by the term. A recent letter contained the query: "What is the record for the quarter, third, half, two-thirds, three-quarters, and one mile for boys under fourteen, hands off?"

We wrote that we knew not and cared less — and made an enemy for life. This is no exaggeration. We are supposed to keep records for Class A and Class B, for standing and flying starts, against time and in competition, on the track and on the road, for singles and tandems, on quarter-mile tracks, third-mile tracks, half-mile tracks, and mile tracks, on country roads and boulevards, for men, women, and children. We are supposed to know the best time for one-legged riders, for riding backward, for riding unicycle, and heaven only knows what else.

To satisfy the great public we have compiled a record table, as nearly complete and correct as possible. There have been claimed performances that do not appear in the table because they had not the proper verifications. The table is the most complete yet published and will, we trust, satisfy at least a portion of our numerous questioners.

## SANGER WILL GO FOR RECORDS.

MILWAUKEE, WIS., Nov. 15.—It is reasonably certain that Walter C. Sanger will ride for records during the winter. He is now in correspondence with half a dozen makers, and has had several flattering offers to ride, but as yet he is in no hurry to accept any of the terms that have been made him until he hears from two other companies with whom a deal is pending. These companies are the Union and the Spalding companies. Before Sanger came to this city the Union people told him that they would be glad to have him try for records. The husky Milwaukeean is in splendid condition, and while not in active training is very careful of his diet. A week's hard training will fetch him in perfect trim. Sanger says he has made no plans for the future, except that when he does ride for records it will be for unpaced records only. He will make his trial in the south.

## THE LATE DOCTOR BECKWITH.

The late Dr. N. Malon Beckwith, who died at Rochelle Park, N. Y., November 6 was elected to the presidency of the L. A. W. in 1883, and served four years in that office, the longest term on record.



DR. N. M. BECKWITH.

Speaking of Doctor Beckwith, Secretary Abbot Bassett said: "During his administration, we tasted the bitter fruit of bankruptcy, brought to our palate by the official organ, and we saw another organization of wheelmen, formed by strong and influential parties, making an effort to crowd us to the wall. Through a sea of difficulties Dr. Beckwith steered us to the calm waters of prosperity, and he left us a strong and influential organization. The problem of the official organization was solved by the establishment of our own paper, *The League Bulletin*, and the society that was to take our place is now but

an obscure memory. The maker's amateur came to the front in his time, and for many months it was an open question whether or not the League should remain true to its principles as an amateur organization. These were dark days for the League, and at one time it looked as though we should succumb. The chairman of the Racing Board was in charge of the League forces in the battle, and directed the campaign, but behind him, with good advice and strong words of encouragement, was always the president, whom we now mourn. His faith in our ultimate triumph was never shaken, and he was loyal to our interest from first to last."



## DIRNBERGER IN SYRACUSE.

SYRACUSE, Nov. 10.—Cycling hereabouts is practically dead. The wheelmen who dare the approach of winter by gliding over the snow covered streets, are a few indeed, considering the number who stride the silent wheel in the city. Club life and its attractions are the forms of entertainment. Card parties, receptions, and "hard-time" smokers are raging to the entire satisfaction of the club men. There has been more or less talk going the rounds of the clubs to the effect that a local manufacturer had stated that his racing team next year would comprise John S. Johnson, Walter C. Sanger, Michael F. Dirnberger, Charles M. Murphy, and Frank J. Jenny, the Class A crack, who will soon commence his advent in the circle of semi-professionals. Whether this information is reliable or not, is unknown, the parties interested refusing to divulge any accurate statement. But from what THE BEARINGS' correspondent was able to learn the guess can be taken as correct. Any way, Michael F. Dirnberger was in the city last week, and stood on a curbstone in animated conversation with H. E. Maslin, of E. C. Stearns & Co., for three-quarters of an hour, and the hour was past midnight.

Mike drifted into town in a nonchalant manner and was immediately taken in charge by that prince of fun-makers, C. A. Benjamine, to whom the cycling press is now paying its respect. Ben has the entire disposal of the L. C. Smith Tire Co.'s advertising and as manager of that thriving concern it is said, on reliable information, that "Senator" W. J. Morgan blew himself to the extent of four quarts of champagne on a visit of the latter to this city a few weeks ago. But Dirnberger not only captivated the trade but several fair damsels fell beneath his wily ways and talk of an engagement is already whispered in club circles. Dirnberger looked the picture of health and

"There is another conundrum. We shall have sharp competition from the Pacific coast, for one surprise like Ziegler is apt to be followed by another, and they will keep coming when they begin. Well, have you got all the information out of me? There's my man and I must have him" and the pride of Buffalo jumped through the hotel door in pursuit of a local manufacturer.

Dirnberger is too modest to say that he intends to have a share of the honors next year, but he will and needs looking after when the championships are strewn about.

The Syracuse Athletic Association has inaugurated a bowling tournament and it is booming. On Wednesday evening for the first time since the organization of the Syracuse Athletic Association and Century Cycling Club a joint entertainment will be given for the benefit of their respective members, and it is unprecedented. The old feeling of rivalry that has agitated these bodies for years is very likely to cease over good tobacco and cards. That is until the racing season of '95 begins again.

## A TEMPEST IN A TEAPOT.

BOSTON, MASS., Nov. 10.—The first part of the week here was enlivened by some interesting newspaper stories concerning the circular which THE BEARINGS printed in its last issue. At the same time, the first of six days of terrible weather, snow, rain, and in fact a little of every variety of nasty weather known to New England, put a most effectual stop to the open season of cycle racing and riding.

This end of the week has been most quiet and peaceful except for one



with a huge chrysanthemum tucked securely in the lapel of his coat, the daintiest of blonde mustaches to cultivate,

### Mike Looked More Like a Fifth Avenue Dude

than one of the fastest bicycle riders in existence. But Mike was all business and some he transacted. He referred pleasantly to the season just passed and regretted that he had been unable to share the laurels. Dirnberger concedes that John S. Johnson has no parallel and stated that Johnson's straightaway mile, in 1:35 3/4, was a criterion of that rider's capability. In the course of his conversation with a BEARINGS' correspondent he remarked: "Yes, Johnson is about as speedy as they make them. I like him personally and he is my ideal of a racing man. There are none to compare with him. He is full of mirth that keeps bubbling out at all times. Do I think he will be able to reduce Harry Tyler's mile mark on a circular track? If Johnny can pedal behind that big four seated thing he can follow it on a first-class track. I expect to see the mile record come down to 1:45, if such a thing is possible?"

"When do you intend to begin your training?"

"Well, I suppose it will be about January 1, as at that time I will begin a systematic course of exercise in the gymnasium before proceeding south. There is no place like the south to begin a season's hard work. The climate is excellent and does not vary. If a man intends to follow the circuit closely he must start in early and that is just what I intend to do. Incidentally I might remark that should I recover my old form I may find it possible to take

### "A Shy at Some of the Records

while in the south. Now, don't ask me what wheel I am going to ride for that is not settled yet and will not be for a month or two."

"Whom do you think will triumph next year?"

or two muttered grumbings in the political pot, which have apparently subsided. The polls close tonight, and the ballots will be counted Monday. There is an unusually small number of them this year, and it is the idea of the returning board to count them all in one day.

That circular was printed in three Boston Sunday papers, and it created quite a disturbance. Monday morning's *Post* contained a long article signed by A. K. Peck, one of the six men mentioned in the circular, denying that such a circular ever existed, and that if it did exist it came from Boston, and hinted that Secretary-Treasurer Howard was to blame for it. In fact it was the most extraordinary roast that has appeared in a Boston paper, on any subject for a long time.

A special meeting of the A. C. C. executive committee was held that day, and they passed a lot of resolutions to the effect that they had never dabbled in politics, that they thought the circular was circulated with malicious intent. In a published interview, Spencer T. Williams, the president of the A. C. C., said that so far as he knew the only member of the board who was opposed to the A. C. C. running the races, was Mr. Howard. To which Mr. Howard replied that he was loathe to believe that he was the only loyal member of the division, and there the matter ended.

Quite a little tempest in a teapot, taken altogether.

### The Globe Trotters.

A. B. Barnes and W. J. Noble, two young men of leisure from Toledo, Ohio, started from Chicago Tuesday, on a two years' cycling tour around the world. The mounts used are '95 Monarchs. The journey will be made over the prairies and mountains to the Pacific coast, thence through Arizona to Central America. There the tourists take ship for Australia. Over the island and across the Malay Peninsula—the wheelmen will go leisurely, taking in Siam, India, Turkey, and the Mediterranean States on the journey



## THE CAMPAIGN OVER.

**Snow Drives the Record Breakers From Waltham—Good Suggestions by W. J. Corcoran.**

BOSTON, MASS., Nov. 12.—Waltham has closed its gates for another season. Its famous surface is covered with snow, the quarters are shut up, and the cycle trunks, which were wont to adorn the balcony outside, have all been sent away. The great teams of great men who have circled the track time and time again in record time are gone, and they will not return till spring smiles on the earth once more.

Since the middle of September, nearly two months ago, one, and part of the time, two manufacturers' teams have been camped there, trying for world's records. How successful they were is well known all over the cycling world, and it is a large one. But in October, Johnson and Tomec, his handlers, and their assistants fled before the wind. Then followed some perfect days which Tyler took advantage of to scoop in records and make his flying paced mile mark, which is very likely to hold over till another season. When the snows of last week arrived, Tyler shut up shop and went home to Plattsburg, stopping a while in Springfield to visit old haunts and see his friends there. And now Waltham is deserted and drear. But there is another season coming, and it will doubtless see more brilliant work at Waltham. With Tyler went Gardiner and Bainbridge, Coleman and Thatcher, McDuffie, Butler, and a host of others, including Porter, Haggarty, and Williams, and lots of smaller fry that didn't count much.

During the season the following men have ridden at Waltham: Sanger, Tyler, Johnson, Bliss, Bald, MacDonald, Githens, Lumsden, "Charl" Murphy, George Smith, Steenson, Rich, Berlo, Cutter, Mayo, Saunders, Butler, McDuffie, Coleman, Thatcher, Porter, Haggarty, Williams, and many others too numerous to mention. They have put up good racing and they have furnished sensational enough.

### Records to Make the Whole World Talk.

Perhaps the greatest local star among them is Arthur W. Porter, the Waltham boy, who has a record of 1:52 $\frac{3}{4}$ , wheeled only six weeks after Bliss made that mark world's record. He has another year of great work before him and it is probable that he will ride next year in some manufacturer's team. The same may be true of Haggarty and Williams who, with a very little work on them, would make a fine pacing team. They are good now, but show a slight tendency to run away from their man. This is due more to nervousness and inexperience than to anything else. Butler was to have gone for an hour record, but it was impossible for him to get the proper tandem teams. It needed eight good strong teams and they are not to be secured for a song. The firm that wants that record must be willing to pay dearly for it.

The last record made there of great importance before the snow came and spoiled all the fun was the flying paced mark of Tyler's in 1:48 $\frac{3}{4}$ . When he made that mark there were four other teams out for the same thing.

Two of them, the Bald team and the Bliss team, have given up the chase as a bad job and the other two, the Johnson team and the team containing Brown and Cabanne are still on the warpath. With the removal of Bald and Bliss from the field it looks as if Tyler might stand a good chance of holding the mark. It is said that Johnson is going to Texas and try for the marks there, but nothing definite is known about that scheme. The other two men are good for the shorter distances, but can not be looked on as at all liable to take

### The Great Plum of the Flying Paced Mile,

especially when it is at such a low figure. It really looks as if Waltham was to hold that record over winter.

Right in this line a couple of suggestions that Track Master William Corcoran has made to the Racing Board for their consideration are of interest. He has suggested, in the first place, that the time of special record sanctions shall be limited to November 1. That is to say no attempts held after that time shall be legal. There are many reasons why this is a good move. The recent protest of the manufacturers against the racing men accusing them of violating contracts shows that the makers think they need greater protection against the racing men. Such a move would greatly protect the makers, by shutting off the enormous expenditure necessary to maintain teams throughout the winter in warmer climes than the north can afford.

It is the most natural thing in the world for the managers to wish to take their team to a congenial and beautiful part of the country during the cold months, where they may camp and spend the good money which the makers are putting up. Nobody blames them for it particularly, especially as they are pretty sure to turn out some good records before the season closes. But it takes too long and costs too much money.

There is enough time during the summer, as has been shown this season. The season just now closed is

### The First One in the History of the Sport

since systematic attempts at records began to be made, when such attempts were made before the racing season closed. Johnson this year made his 1:56 mile at Waltham in the middle of June, and thereby set all the other amateurs going on the same plan. What is the result? Every record made has been done on northern tracks before snow flew with one exception, and that was done in California.

Another strong reason which may be urged for such a regulation. The public are getting very "sore" on the subject of records. They see as plainly

as any one does that they are merely levers for the makers' ads to be worked with. They do not appreciate the work really required to ride a fast mile, because they are hindered from so doing by their knowledge that it will be smashed the next day. Now if this thing is to be kept up all winter, year after year, it will not take a great many years to get the public so thoroughly disgusted with the entire subject that they will not even attend good legitimate racing, and there is the death of the goose that laid the golden egg.

His other suggestion is equally good. It is that all accepted records must be made on regular bicycle tracks, such as were built and are used exclusively for bicycle racing tracks. This again gives

### Protection to the Track Builders

and the money end of the affair. It may seem to the racing men that these two suggestions are not to their benefit. A few moments' careful study will convince them that they are strongly in their favor. Bicycle racing must be conserved. These two suggestions will help. If it is not so conserved, the occupation of the racing man will be gone.

As the matter stands now, then there is no encouragement for a man to spend thousands of dollars and build a first-class bicycle track and keep it up at a large expense if bicycle records can be obtained and accepted ridden on any horse or other track that happens to be in a perpetually warm climate and suitably situated for a good winter's loaf.

A great many poorer suggestions have been made to the Racing Board and they have acted on them. Why not consider these?

If all the bicycle tracks that are projected and rumored, in and about Boston for next season, actually materialize, it would be an easy matter to get up a Boston circuit and have some very good racing within ten miles of the gilded dome. There is still another track on the string now, and it has the prestige of having at least one of its backers pretty well defined. For some months Col. A. A. Pope's name has been mentioned as the head of a syndicate which was to promote a first-class track within easy reaching distance of all parts of Boston and suburbs. It has also been known that Engineer McClintock was at work on plans for Colonel Pope and others. Those plans are now ready;

### The Location Is Settled On

and it is presumed that the plans have been accepted. The location is near the junction of Massachusetts Avenue and Albany Street.

Colonel Pope was seen a few days ago, and would not affirm his connection with the enterprise. He did not say in so many words that he was not interested in such a scheme and left the impression that he was connected with such a plan by stating that when the time and place arrived, and when it would be proper for him to do so, he would talk. It is said that the other men interested in the deal are all men of standing and influence in the community. According to the plans, which have been drawn and submitted, the stretch is to be thirty feet wide, the back twenty-five feet, and the turns twenty-five feet also. The grand stand is situated in the middle of the homestretch and there will be bleachers on either side. The training quarters will be as fine as money and experience will make them. The lines of the track are to be almost identical with those of famous Waltham, and it will be of three laps, probably with a metallic surface.

## NEW YORK NEWS NOTES.

NEW YORK, Nov. 12.—Next Friday evening, November 16, a benefit entertainment will be held to help along the "cycle-path fund." According to latest reports there is but \$425 more necessary to complete the \$3,500. It ought to be the easiest kind of a thing to raise such a small amount. Look at the manner in which the cyclists of Chicago came to the mark in the Myrtle Hopkins case. Over \$250 donated by wheelmen to a young lady of whom, most of the donors had never before even heard.

A benefit entertainment will be held at Liberty Hall, 1217-1219-1221 Bedford Avenue, Brooklyn. An admission of 25 cents will be charged and the entire receipts will be handed over to the fund. The programme will consist of a number of clever turns, after which dancing will be in order. Alexander Schwalbach is the prime mover in the affair and deserves a great amount of credit for the persevering manner in which he has continued to collect cash for the "cycle-path fund."

On Wednesday, November 28, the Castle Point Cyclers, of Hoboken, N. J., will hold their annual reception at their clubhouse in Washington Street. These affairs are noted for the genuine fun which mark them and cause memories to linger about in the minds of all participants many long days after the event is past, particularly the following morning.

The funeral services were held and the remains of Dr. N. Malon Beck—with were buried at Woodlawn Cemetery last Friday. A number of old-time cyclists were seen among those gathered to pay tribute to all that was left of the ex-president of the L. A. W., so beloved was he by all who knew him.

The Long Island City Wheelmen held a century run yesterday, in which a large number of wheelmen participated. It is growing rather late in the season for these long runs, which is being shown by each succeeding one being attended by fewer and fewer cyclists.

E. J. Willis, of the American Ormonde Cycle Co., has returned from Europe and many are the amusing stories related by him of his adventures abroad. He tells a few on Hoyland Smith that will go well at the cycle show this winter, but which had best be left unsaid for the present.



# Who can say

how much influence the Waverley had on the general list prices of '95?

**Who can say** that had it not been for the Waverley all high-grades would have remained at \$150.00?

**Who can say** whether or not the old line high grade makers would have said, "We believe the time has arrived for the last great cut?"

**Who can say** they were not influenced by the fact that in hundreds of cities in the United States where old line wheels once held sway, the Waverley is now sold ten to their one?

**Who can say** that the Waverley of '94 has not been the equal in every respect to any bicycle sold on the American market regardless of price, or the name of the maker?

**Who can say** that the '95 model Waverley is not the highest of all high grade bicycles? And

**Who can say** that they would not rather buy the product of the leaders, ride the product of the leaders, sell and guarantee the product of the leaders, who are striving at all times to give their patrons the greatest value for their money, without waiting to be forced down by deadly competition?



*Waverley*

**Bicycles  
the  
Highest  
of all  
High Grades**



IF YOU WANT THE AGENCY FOR THE BEST WHEELS BUILT, WRITE US AT ONCE.

## Indiana Bicycle Co.,

Indianapolis, Ind., U. S. A.

GEO. E. LLOYD & CO., Exclusive Agents for Chicago.

THREE STORES—Cor. Canal and Jackson Sts., 593 W. Madison St., 297 Wabash Ave.

MENTION THE BEARINGS.





## A MODERN LOCHINVAR

EDITH KEELEY STOKELY

*Oh, young Lochinvar is come out of the west;  
Through all the wide border his steed was the best,  
And, save his good broadsword, his weapon had none.  
He rode all unarmed, and he rode all alone.*

From a youth of tender years, a single reading of the stirring measures of Scott's immortal ballad was enough to set my pulses ringing and throw my whole being into a state of dauntless heroism. I very early in my career decided to be a Lochinvar, that is, as far as pertained to heroism, the best steed in the country, and a good broadsword. In my early years I remember long hours of embryotic practice in the woodshed astride my father's sawhorse, with a stout lath in my hand which at every blow cut wide swathes in the ranks of the enemy. With widening discrimination came the perception that a Lochinvar of the period, and coming from the west, would probably have laid aside the honest Scotch weapon for a Colt's navy or a derringer. Therefore with as little loss of dignity as possible, I filched my father's pistol from the closet self and began surreptitiously the practice of target shooting.

All would have gone well had I not on an unlucky day, and entirely by accident, shot and maimed a chicken. Her heart-rending squawks brought my father to the scene. I was promptly collared, disarmed, and confined on a bread and water diet for a week. From this time I was kept so closely to my studies by my fearful parents on one hand, and perspiring tutors on the other, that my whole mentality seemed focused on a shifting and kaleidoscopic chart of learning, that quickly rang the changes all the way from "A-b, Ab," to Latin conjugation of the verb "amo," active and passive; and there they had me—a freshman, breathless, bespectacled without a weapon of any kind; and as for a horse! so eviundating and narrow had been the tunnel of knowledge, and so necessarily limited all equestrian experiences, I should have had to procure a chair to mount. Thus for the time being perished all resemblance between Lochinvar and myself. The aforesaid tunnel of knowledge had now widened into an underground chamber, as it were, wherein one might mildly disport himself in such recreations as football, rowing, and penny-ante. Swords and chargers were at a discount. In fact, they were not quoted at all. At the end of

four years of hard study I was given my pass to the outside world in the shape of a diploma, supposed to be a sort of map of my brains, beginning with a capital type "KNOW YE BY THESE PRESENTS," and ending in a blaze of glory with a big official seal. By this time my early ambitions were as good as buried, and I considered myself as become distinctively of the nineteenth century.

This was before I met Ellen. The name at once fired my imagination. I think I must have been carrying it round in my inner consciousness, as did the prince the magic slipper, in his pocket, seeking whom it would fit. Of course there were plenty of laundresses and waiting maids who could have produced a counterpart of the name, though many of them had already become Helens and Eleanors. But the "fair Ellen of brave Lochinvar," could have been none of these. At last, after bewildering vistas of Mabels, Marions, Ednas, Lucilles, Marjorys, Marguerites, and Ediths, I happened upon the very person, her name spelled with two l's and the e's in the proper place.

Ah, if Sir Walter could have seen her! She was certainly the most bewitching piece of humanity ever looked upon. She wore her dark hair parted in a clear white mark down the middle, waved away from her face, and fastened in a low knot at the back of a shapely head. Her eyes were dark and as soft as a piece of velvet. She had a merry girlish laugh, that showed to advantage her pretty teeth. Unlike the other Ellen, she wore outing suits principally, striped in red and white, with jaunty caps to match; but I grew to overlook this, considering the fact that she had a university education, which I knew Scott's Ellen had not. Her father was a railroad attorney, and I felt from the beginning he didn't like me. But I turned it off on the score of profes-

sional jealousy, for my shingle already swung to the wind, and I felt secure in the knowledge of Ellen's approval, anyhow.

I have never been accused of being pessimistic, but before long I began to look darkly afar for the "the laggard in love and the dastard in war," who, true to prophecy, was to come to lay counter siege to the hand of "fair Ellen of brave Lochinvar." I hadn't long to wait. He came, a star performer, mounted on a bicycle. His name was Jones. How I hated him. He was small and dark, with a detestable supercilious manner and a hump on him like a baboon, when he cycled. I am convinced he cultivated that professional deformity to the extent of smuggling in a small pillow. He had won two or three medals with his imbecile accomplishment, and he talked wheel, wheel, wheel, until the whole atmosphere gyrated like a living tire. In return I sneered at cycling as the idiotic craze of an hour. I drew fearful pictures of the generations of cyclists to come, with humped forms and bent knees. I quoted most eminent medical authority to my support. But in spite of all I could say, Ellen became interested. And then her father, who couldn't do too much to encourage Jones, with malice prepense bought her a safety.

For three days I endured the sight of Jones in his swell duck suit riding by my Ellen's side, steadying her wheel, teaching her to mount, making love to her in a thousand underhand ways, and then I retired to debate within myself what measures a modern Lochinvar might here be supposed to adopt. You may believe it or not, at that moment I would cheerfully have offered up my college education and professional prospects for the



I shook hands with Ellen.

poor ability of bestriding a bicycle and cutting that fellow out on his own ground. I called on Ellen that evening and concealed as well as I could my raging jealousy, while she and Jones—he was there of course—talked wheel, wheel, wheel. She was going to have a cycling suit made, and he took a sample of the cloth that he might have one of the same shade. The fellow was over flushed with triumph. I allowed him to patronize me for an hour, and then rose, saying as I shook hands with Ellen: "I am called away on professional business in the morning." (I pretended not to see Jones' insinuating smile.) "I may be gone two days or two weeks. In the meantime, take good care of yourself. Don't allow Jones to break your neck while I am gone."

I knew he would have liked just then to have broken mine for my assurance, particularly as Ellen was looking tearful and pouting and smiling all together. It almost made me change my mind to look at her. But the situation demanded heroic measures, and the die was already cast. Within the next twenty-four hours I was snugly ensconced in country quarters thirty miles distant—with a wheel. None of your cheap concerns. I was determined through all the wide border my steed should be best, if money could procure it, and I believed it had. I looked upon the long level stretch of dusty road, fringed thick with rank, ill-smelling weeds, with greater enthusiasm than I have since bestowed upon the glories of the Alps, or Naples' blue skies, and went to bed to dream of having thirty medals conferred upon me by Emperor William for superior wheelmanship.

At 5 o'clock sharp next morning I mounted. I paid the small boy of the family 10 cents to hold my mettlesome charger while I did so. Five minutes later I offered him 50 cents if he would hold it while I got off. But the





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All distances from 2 to 26 miles and from 51 to 248 miles.

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All records from 1 mile up, also the only genuine HOUR RECORD--27 MILES less 90 yards.

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Scored during past season

**220 FIRSTS AND 118 SECONDS**

and created

**120 NEW GERMAN RECORDS**

This, without advertising and upon purely amateur lines, speaks volumes.

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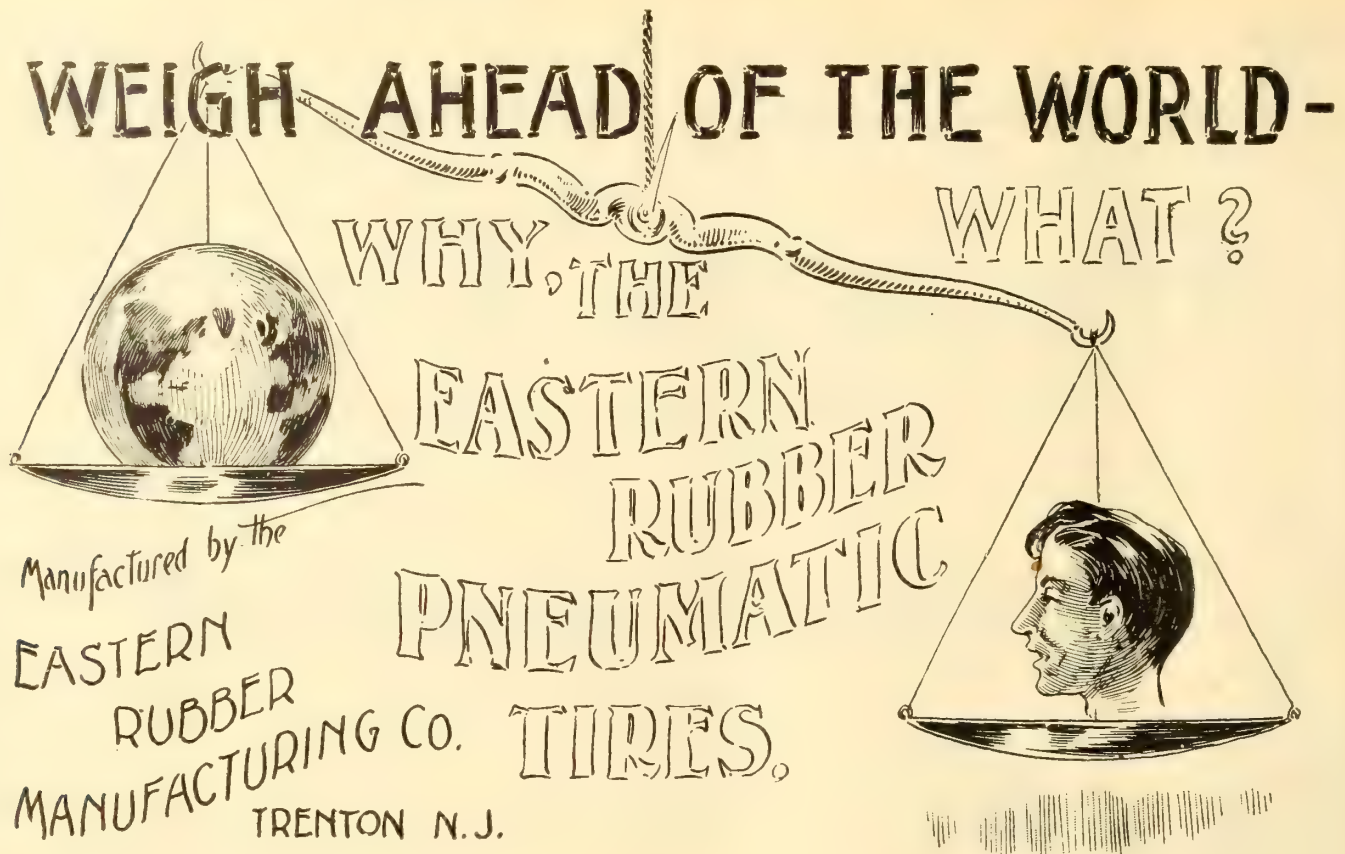
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**WEIGH AHEAD OF THE WORLD-**

**WHY, THE EASTERN RUBBER PNEUMATIC TIRES.**

**WHAT?**



Manufactured by the  
**EASTERN RUBBER MANUFACTURING CO.**  
TRENTON N. J.

## **ARROW** MECHANICALLY FASTENED TIRES.

These simple, practical, and durable tires are selling like hot cakes. They are novel, and as one large manufacturer of bicycles said today, that they were constructed on the first and simplest mechanical principle that he learned at school and that perfection had been attained. Nothing like it for novelty and practicability.

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This is the best molded inner tube tire manufactured. They recommend themselves; any bicycle having "CLIMAX" tires fitted to its rims is easily disposed of by the dealer.

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Our universal clincher tires fit G. & J. and all similar rims. They are better than any clincher tires of this description ever before manufactured. If you are in need of a clincher tire of this pattern for new wheels or repair work, write us for prices. They are astonishingly low.

?

How many dealers have received the circular letters which have been ground out by a certain tire manufacturing company, containing the commanding sentences, "You must," "you shall," "we will," "we won't?" They have disregarded all business courtesies, and do not send letters of this nature to large manufacturers, but humble and try to intimidate the smaller buyer and insult his intelligence.

One man's money is as good to us as another's. We deal fairly by all.

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## **EASTERN RUBBER MFG. CO.,**

TRENTON, N. J.

Mention The Bearings



youth being of a cautious nature, and reasonably concluding wealth was nothing without life, gently but firmly refused. As the machine was bound to move somewhere, we moved perforce in a wobbly manner up the road, leaving a beautiful serpentine trail in the dust behind us. I was warm but undaunted. I believed our pace was getting firmer. I determined to go faster. At the very moment we struck a stone and the animal bucked. The next I knew my good landlady was holding camphor to my nose and bathing three cuts over my eye with arnica. The wheel, I learned with indifferent pleasure, was intact.

I draw the curtain over the scenes of the ensuing days. I determined, as soon as I had time, to invent an inflated rubber suit, with glass windows for eyes, for the use of beginners. I believed life insurance companies would take hold of it with avidity. I still cherish the idea.

In one week of eight hours daily practice I could ride. In two weeks I could ride reasonably well. At the end of the third the small boy said I could "come up to the best of 'em." I believed him, but lingered another week to make assurance doubly sure. Then I shipped my bicycle and started for home.

In the four weeks that I had been toiling, Jones has been toiling too. There was no doubt of that, Ellen rode like an angel—if they do ride. I was convinced she was glad to see me, but she called Jones by his first name, and he put his arm around her, professionally of course, every time he assisted her to the saddle, while the old folks treated the matter in a settled way and seemed to look upon my presence in the light of an intrusion. Indeed, Ellen's father glowered in a way that said plainly enough:

*Come ye in peace here, or come ye in war?  
Or to dance at our bridal, young Lord Lochinvar?*

But, of course, after all I had lately been through I was not to be daunted by a mere manner. I talked enthusiastically of a very distant and wholly imaginary lady cousin whom I told them I had lingered to visit. I advanced the idea that I might permanently leave town to engage in business in that place with my inamorita's brother. I would like to have comforted my Ellen's sorrowful looks, but it was impracticable at that moment. But do my best, I never could see Ellen alone. There was Jones, or her mother, or the old gentleman with her always and forever. Very well then, I must carry her off from their very midst. Lochinvar did, anyhow.

Just here the horoscope of my fortunes influenced the old gentleman to buy a wheel. Thereafter might have been seen wheeling three instead of two, Jones very red, assisting the old gentleman with outward civility (but inward wrath, I am convinced), not daring to show him any inattention, and

I can feel that fellow's angry glances penetrating my back at long range. You surely don't care for him, Ellen?"

"No, indeed," said Ellen, with proper spirit.

"And you do care for me," I persisted. "It's now or never, dearest. Your people will never consent to your marriage with me, Heaven only knows why. You know I worship you, and you can trust my judgment at this time if you can trust all your after life to my care."

The fork of the roads was perilously near. Drops of perspiration stood out on my forehead. I drew out my watch, and leaned toward her.

"A train will leave the next station in 20 minutes. It is our last chance. Will you go with me, to be always mine?"

*She looked down to blush, and she looked up to sigh,  
With a smile on her lips and a tear in her eye.*

The next moment we flashed by the fork. The homeward road was behind and we still sped forward, for Ellen's hand had rested for a moment on mine.

"If Jones can only be depended upon to 'stand dangling his bonnet and plume' for a little while," I cried, with maddest spirits.

"Poor dear papa can't ride, you know. He will be a drawback," said Ellen hopefully.

We had by this time thrown off all reserve, and were riding at our best speed. I checked it for an instant to look back. "Poor dear papa" couldn't ride, 'twas true, but he could run. The Fenwicks and Musgraves "they rode and they ran," you know, and he was running and shouting and waving his arms, and urging on Jones, who looked even at that distance uncomfortable and uncertain. I think his thought was if he *should* get us we'd be a white elephant on his hands.

We boarded the train just as it was pulling out. "They were only two," I mused, yet to all practical purposes

*There was mounting 'mong Graemes of the Netherby clan;  
Forsters, Fenwicks, and Musgraves they rode and they ran;  
There was racing and chasing on Cannobie Lee—*

In two hours from that time Ellen was Mrs. Lochinvar. We stayed away two weeks, taking care to send the old people our address, and at the end of that time came a telegram: "Come home and be forgiven." When we got there the whole town was at the depot to meet us. The old gentleman wrung my hand as warmly as if I had been his choice from the first. As for Jones, he had left town. Everybody cycles now. And, in all modesty, I think I can claim I gave the wheel its local prestige.

## CONTRIBUTION TO THE HOPKINS' FUND.

Nearly \$100 additional was added to the Myrtle Hopkins' fund the past week. The wheelmen have subscribed \$347.95 to the fund and the list is as follows:

Previously acknowledged.....	\$250.85	Mason City Cycling Club, Mason City, Iowa, as follows:	
C. H. Douglas, Butler, Pa.....	1.00	A. W. Baird.....	.25
Chas. F. Stevens, Elmira, N. Y.....	5.00	L. L. Hill.....	.50
N. T. Slee, 2310 Madison Avenue, Baltimore.....	1.00	B. C. Keeler.....	.50
E. E. Smith, Greenbrier, Pa.....	1.00	W. L. Patton.....	.50
Behring Eng. Co., city.....	3 00	F. E. Keller.....	.50
Fremont Cycling and Athletic Club, Fremont, Ohio.....	9.00	Cash.....	.25
W. B. Clark, Worcester, Mass.....	1.00	J. W. Konsalenske.....	2.75
W. W. Darnell, Radford, Va.....	1.00	Chas. C. Bon, Alliance, Ohio.....	2.00
E. A. Le Sueur, Ottawa, Ont.....	1.00	Jack Lindsey, Iowa City, Iowa.....	1.00
D. J. Frank, Plymouth, Ill.....	.50	Ed W. Moulton, Trainer, Iowa City, Iowa.....	1.00
Dr. Frank H. Moore, Calais, Me.....	1.00	Lundy's Lane, Pa.....	1.00
R. H. Randall, 324 Dearborn Street, Chicago.....	5.00	F. A. Goldman, Oskaloosa, Kan.....	3.00
Hill Cycle Mfg. Co., 142 W. Washington Street, city.....	5.00	From Memphis, Tenn.:	
Geo. H. Hill, 142 W. Washington Street, city.....	1.50	Collected by Chas. J. Scherer, C. C.	
E. M. Graham, 142 W. Washington Street, city.....	2.00	A. B. Pickett.....	1.00
Frank T. Fowler, 142 W. Washington Street, city.....	1.50	Bolton Smith.....	1.00
Mr. Mix, Chicago.....	2.00	A. Segiss.....	1.00
Emilla Mather, Brooklandville, Ind.....	1.00	Mrs. Mayme Dorsey.....	1.00
Thos. H. W. Guire, Prince Albert.....	1.00	H. J. Brandon.....	1.00
Nicholas Kniss, Chicago, Ill.....	3.00	W. S. Darnell.....	.50
Tom J. Deupree, Jr., Memphis, Tenn.....	5.00	Jos. F. Schabel.....	.50
Percy Putnam, Atlanta, Ga.....	1.00	Thos. Goodman.....	.50
Miss W. H. Bellah, Atlanta, Ga.....	.50	W. W. Truth.....	.50
R. C. Lewis, Atlanta, Ga.....	.50	W. F. Kelly.....	.50
E. B. Waitt, Atlant., Ga.....	.50	C. C. Curry.....	.25
A. J. Haltwanger, Jr., Atlanta, Ga.....	.50	E. C. Alexander.....	.50
R. L. Jones, Atlanta, Ga.....	.50	J. W. Smith.....	.50
H. W. Post, Atlanta, Ga.....	.50	H. H. Litty.....	.50
C. S. L. Engle, Atlanta, Ga.....	.50	Geo. F. Broadnax.....	.50
Edw. Rol e, Atlanta, Ga.....	.50	H. W. Liggett.....	.50
W. K. Munro, Cohoes, N. Y.....	1.00	H. G. Caldwell.....	.50
Ward Combs, Billings, Mo.....	.25	Julius Goodman.....	.50
Claud B. Meeker, Los Animas, Colo.....	2.00	S. M. Rosin.....	.25
C. A. Smith, Ravenna, Neb.....	.50	I. H. Blake.....	.25
Jas. De Maraville, Ravenna, Neb.....	.50	Ed Menager.....	.25
L. C. Abbott, Lansing, Mich.....	1.00	I. H. Darnell.....	.25
E. S. Brown, Kinderhook, N. Y.....	.50	Jno. Condon.....	.25
C. S. Steers, Coleman, Mich.....	1.00	Cash.....	.10
Jno. B. Harrison, Lebanon, Ind.....	1.00	H. J. Mayor.....	.25
		H. E. Raymond Brooklyn, N. Y.....	5.00
		Fred Hofer, Hannibal, Ohio.....	.50
		D. M. Shepley, Newport, Vt.....	1.00
		Waco Bicycle Co., Waco, Tex.....	2.00
		Fred E. Williams, Augusta, Wis.....	1.00
Total.....	\$347.95		

For the benefit of all those cyclists in Chicago who are looking for the material vulgarly called "dough" the example of a cyclist who recently did up the wheelmen of Fairfield, Ill., is cited. This tourist rode into Fairfield on a wheel, which he said he would raffle to raise the necessary funds. When this clever (?) cyclist had sold his full complement of tickets and raised the "wind," he mounted his wheel and sped away with the wind at his back and a goodly amount of "wind" in his pocket. All those who purchased tickets for this raffle drew blanks.



*I'm going to run away with you.*

Ellen cycling off airily by herself. The time was ripe for action and I embraced it. I brought forth my bicycle for the first time since my return, and boldly joined the party. Ellen blushed and looked pleased and interested. Jones looked suspicious and dangerous. I was a trifle afraid the little ballad of Lochinvar might be uppermost in his mind. As for the old gentleman, he was so taken up with the divided sport of cycling and falling on his prospective son-in-law that he never so much as noticed me. Congratulating myself on my fair fortune, I cycled easily and carelessly ahead with Ellen. A mile beyond I knew the road divided into two, one doubling on itself and returning home, the other leading to the next town. Only 5 minutes for wooing! But I took heart of my predecessor. He had but "one touch to her hand, and one word in her ear."

"Ellen," said I abruptly, "have you read Lochinvar?"

"Yes," said Ellen, flushing charmingly and smiling. "Why?"

"Because," I returned, keeping swift and steady pace with her wheel, "if you have you will understand the situation. I am going to run away with you."

Ellen laughed gayly. "I am not at all frightened," she declared. "Pray, where is your charger, my Lord Lochinvar?"

"Here," said I, patting my steed of steel sinew. "You have only to keep up with him. Dearest Ellen," I implored, "I am not jesting I assure you. I would go down on my knees, or put my arm about you at least, but



## RECORDS OF ALL KINDS.

**Best Times Made by Both Classes on Road and Track—  
Records Up to Date.**

Records, records, records!! Records against time, flying start, paced, Class A, Class B, standing start, paced, unpaced records, ditto tandem records, ditto road records, paced and unpaced in shorter distances, track records by hours, American road records, comparative tables, horse and bicycle, etc., etc.

America has records to burn, and another year there may be the professional records. The record editor is now on a vacation, a fit subject for the insane ward of a hospital, a nervous, broken-down man. But some one had to be sacrificed and the man who could have kept the following record tables throughout the season without errors and without necessity of corrections, would never have lived to tell the tale.

The list is correct as it can be made from this and past season's reports, and was only prepared after a month of arduous, painstaking work and research. America has too many records. The people only care for "fastest times" made for the distances. But reports come in regularly that So-and-So has broken the flying start Class A record for such and such a distance, and all like to know what the record was.

The complete list is given as follows:

### AMERICAN RECORDS.

#### Competition, Standing Start.

Miles.	Time.	Name.	Place.	Date.
1-4	:28 <sup>2</sup> / <sub>5</sub>	Brown	Decatur	Oct. 3, '94
*1-4	:26 <sup>3</sup> / <sub>5</sub>	Sanger	Denver	Aug. 18, '94
1-3	:43 <sup>4</sup> / <sub>5</sub>	Tyler	Waltham	Oct. 22, '94
1-2	1:00	Bald	Denver	Aug. 17, '94
2-3	1:22 <sup>3</sup> / <sub>5</sub>	Tyler	Waltham	Oct. 22, '94
3-4	1:34 <sup>2</sup> / <sub>5</sub>	Tyler	Waltham	Oct. 22, '94
*1 (hdcp)	2:08 <sup>1</sup> / <sub>5</sub>	Sanger	Springfield	Sept. 12, '93
1 (scr.)	2:05 <sup>4</sup> / <sub>5</sub>	Bald	Springfield	Sept. 13, '93
2	4:21 <sup>3</sup> / <sub>5</sub>	Ziegler	Denver	Aug. 17, '94
*3	7:05 <sup>2</sup> / <sub>5</sub>	Maxwell	St. Louis	Oct. 24, '94
4	9:47 <sup>1</sup> / <sub>5</sub>	Titus	Lafayette	July 30, '94
5	12:11	Scott	Asbury Park	Sept. 1, '94
*6	15:15 <sup>4</sup> / <sub>5</sub>	Linneman	Chicago	Aug. 12, '93
*7	17:43 <sup>3</sup> / <sub>5</sub>	Linneman	Chicago	Aug. 12, '93
*8	20:24 <sup>4</sup> / <sub>5</sub>	Linneman	Chicago	Aug. 12, '93
9	22:52 <sup>4</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 12, '93
10	25:32	Linneman	Chicago	Aug. 12, '93

#### Flying Start, Paced.

Miles.	Time.	Name.	Place.	Date.
1-4	:23	Johnson	Chillicothe	Nov. 5, '94
1-3	:32 <sup>2</sup> / <sub>5</sub>	Johnson	Chillicothe	Nov. 2, '94
1-2	:51 <sup>2</sup> / <sub>5</sub>	Johnson	Chillicothe	Nov. 2, '94
2-3	1:11 <sup>4</sup> / <sub>5</sub>	Johnson	Waltham	Sept. 21, '94
3-4	1:21 <sup>3</sup> / <sub>5</sub>	Tyler	Waltham	Oct. 27, '94
1	1:48 <sup>3</sup> / <sub>5</sub>	Tyler	Waltham	Oct. 27, '94
2	4:04	Tyler	Waltham	Oct. 29, '94

#### Standing Start, Paced.

Miles.	Time.	Name.	Place.	Date.
1-4	:28	Johnson	Independence	Oct. 31, '93
1-3	:39 <sup>2</sup> / <sub>5</sub>	Tyler	Waltham	Sept. 20, '94
1-2	:55 <sup>1</sup> / <sub>5</sub>	Johnson	Chillicothe	Nov. 6, '94
*2-3	1:18 <sup>2</sup> / <sub>5</sub>	Porter	Waltham	Nov. 2, '94
*3-4	1:28 <sup>3</sup> / <sub>5</sub>	Porter	Waltham	Nov. 2, '94
1	1:57 <sup>3</sup> / <sub>5</sub>	Tyler	Waltham	Aug. 27, '94
2	4:03	Tyler	Waltham	Oct. 19, '94
3	6:26 <sup>3</sup> / <sub>5</sub>	Johnson	Springfield	Sept. 13, '94
4	8:38 <sup>3</sup> / <sub>5</sub>	Johnson	Springfield	Sept. 13, '94
5	10:48 <sup>4</sup> / <sub>5</sub>	Johnson	Springfield	Sept. 13, '94
*6	13:44	Meintjes	Springfield	Sept. 14, '94
7	15:57	Titus	Springfield	Sept. 13, '94
8	18:15 <sup>3</sup> / <sub>5</sub>	Titus	Springfield	Sept. 13, '94
9	20:27 <sup>3</sup> / <sub>5</sub>	Titus	Springfield	Sept. 13, '94
10	22:45	Titus	Springfield	Sept. 13, '94
11	24:59	Titus	Springfield	Sept. 13, '94
12	27:15	Titus	Springfield	Sept. 13, '94
13	29:33 <sup>3</sup> / <sub>5</sub>	Titus	Springfield	Sept. 13, '94
14	31:50 <sup>4</sup> / <sub>5</sub>	Titus	Springfield	Sept. 13, '94
15	34:10 <sup>5</sup> / <sub>5</sub>	Titus	Springfield	Sept. 13, '94
16	36:19	Titus	Springfield	Sept. 13, '94
17	38:31	Titus	Springfield	Sept. 13, '94
18	40:43 <sup>2</sup> / <sub>5</sub>	Titus	Springfield	Sept. 13, '94
19	42:54 <sup>3</sup> / <sub>5</sub>	Titus	Springfield	Sept. 13, '94
20	45:06 <sup>4</sup> / <sub>5</sub>	Titus	Springfield	Sept. 13, '94
21	47:21	Titus	Springfield	Sept. 13, '94
22	49:26 <sup>3</sup> / <sub>5</sub>	Titus	Springfield	Sept. 13, '94
23	51:38	Titus	Springfield	Sept. 13, '94
24	53:54	Titus	Springfield	Sept. 13, '94
25	56:04	Titus	Springfield	Sept. 13, '94
26	58:15	Titus	Springfield	Sept. 13, '94
*27	1:09:58 <sup>3</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 13, '93
*28	1:12:26 <sup>4</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 13, '93
*29	1:15:04 <sup>5</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 13, '93
*30	1:17:56 <sup>6</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 13, '93
*35	1:31:02 <sup>7</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 13, '93
*40	1:44:11 <sup>8</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 13, '93
*45	1:57:33 <sup>9</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 13, '93
*50	2:11:06 <sup>10</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 13, '93
*55	2:24:59 <sup>11</sup> / <sub>5</sub>	Meintjes	Chicago	Aug. 13, '93
*60	2:39:47	Meintjes	Chicago	Aug. 13, '93
*62	2:45:53	Meintjes	Chicago	Aug. 13, '93
*63	2:49:17 <sup>12</sup> / <sub>5</sub>	Harding	St. Louis	Oct. 24, '94
*65	2:55:12 <sup>13</sup> / <sub>5</sub>	Harding	St. Louis	Oct. 24, '94
*70	3:09:40 <sup>14</sup> / <sub>5</sub>	Harding	St. Louis	Oct. 24, '94
*75	3:24:37 <sup>15</sup> / <sub>5</sub>	Harding	St. Louis	Oct. 24, '94
*80	3:39:21 <sup>16</sup> / <sub>5</sub>	Harding	St. Louis	Oct. 24, '94
*85	3:54:02 <sup>17</sup> / <sub>5</sub>	Harding	St. Louis	Oct. 24, '94
*90	4:08:37	Harding	St. Louis	Oct. 24, '94
*95	4:23:21	Harding	St. Louis	Oct. 24, '94
*100	4:37:56 <sup>18</sup> / <sub>5</sub>	Harding	St. Louis	Oct. 24, '94
*200	11:45:25	Gimm	Cleveland	Oct. 15, '94
*300	18:23:50	Gimm	Cleveland	Oct. 15, '94

†Flying start. \*Class A

### Straightaway Road Records.

Miles.	Time.	Name.	Place.	Date.
1-4 (pacd)	:21 <sup>2</sup> / <sub>5</sub>	Johnson	Buffalo	Oct. 25, '94
1-2 (pacd)	:46 <sup>4</sup> / <sub>5</sub>	Johnson	Buffalo	Oct. 25, '94
3-4 (pacd)	1:11 <sup>4</sup> / <sub>5</sub>	Johnson	Buffalo	Oct. 25, '94
1 (pacd)	1:35 <sup>2</sup> / <sub>5</sub>	Johnson	Buffalo	Oct. 25, '94
1 (unpacd)	1:57 <sup>4</sup> / <sub>5</sub>	Johnson	Buffalo	Oct. 30, '94

### Hour Records.

Hrs.	Mls. Yds.	Name.	Place.	Date.
1	26 1489	F. J. Titus	Springfield	Sept. 13, '94
2	45 1530	L. S. Meintjes	Chicago	Aug. 13, '93
6	108 770	F. Ed Spooner	Chicago	July 9, '92
12	203 440	F. Ed Spooner	Chicago	July 9, '92
18	292 440	F. Ed Spooner	Chicago	July 9, '92
24	381 891	Louis Gimm	Cleveland	Oct. 15-16

### Flying Start, Unpaced.

Miles.	Time.	Name.	Place.	Date.
1-4	:25	Cabanne	Decatur	Oct. 28, '94
*1-3	:39 <sup>1</sup> / <sub>5</sub>	Allen	Springfield	Sept. 27, '94
1-2	:54 <sup>1</sup> / <sub>5</sub>	Gardiner	Waltham	Oct. 19, '94
2-3	1:24	Tyler	Springfield	Aug. 24, '94
3-4	1:32 <sup>2</sup> / <sub>5</sub>	Sanger	Waltham	July 17, '94
1	2:07 <sup>1</sup> / <sub>5</sub>	Tyler	Springfield	Sept. 4, '94
*2	4:55 <sup>1</sup> / <sub>5</sub>	Sanger	Springfield	Sept. 13, '94
		Porter	Waltham	Sept. 27, '94

### Standing Start, Unpaced.

Miles.	Time.	Name.	Place.	Date.
1-4	:26 <sup>2</sup> / <sub>5</sub>	Tyler	Springfield	Aug. 24, '94
1-2	:56 <sup>4</sup> / <sub>5</sub>	Tyler	Springfield	Aug. 24, '94
*1	2:22	Anderson	St. Louis	

### TANDEM RECORDS.

#### Flying Start, Paced.

Miles.	Time.	Name.	Place.	Date.
1-4	:23	Rigby and Johnson	Decatur	Oct. 28, '94
1-3	:31 <sup>3</sup> / <sub>5</sub>	Bernhart and Goetz	Decatur	Oct. 30, '94
*1-2	:52 <sup>3</sup> / <sub>5</sub>	Long and Delmas	Sacramento	Oct. 11, '94
2-3	1:12	Callahan Bros.	Waltham	Sept. 21, '94
3-4	1:21 <sup>1</sup> / <sub>5</sub>	Gardiner & Bainb'dge	Waltham	Oct. 27, '94
*1	4:52 <sup>3</sup> / <sub>5</sub>	Haggarty & Williams	Waltham	Oct. 27, '94

#### Flying Start, Unpaced.

Miles.	Time.	Name.	Place.	Date.
1-4	:24 <sup>1</sup> / <sub>5</sub>	Rigby and Johnson	Decatur	Oct. 31, '94
1-3	:32 <sup>2</sup> / <sub>5</sub>	Bernhart and Goetz	Decatur	Oct. 26, '94
1-2	:53 <sup>1</sup> / <sub>5</sub>	Callaha Bros.	Waltham	Sept. 29, '94
2-3	1:15 <sup>2</sup> / <sub>5</sub>	Titus and Cabanne	Denver	Aug. 17, '94
3-4	1:36	Titus and Cabanne	Denver	Aug. 17, '94
1	1:56 <sup>4</sup> / <sub>5</sub>	Titus and Cabanne	Denver	Aug. 17, '94

### CLASS A RECORDS.

#### Competition.

Miles.	Time.	Name.	Place.	Date.
1-4	:29 <sup>2</sup> / <sub>5</sub>	Ben Schoten	Poughkeepsie	Aug. 15, '94
1-3	:44 <sup>2</sup> / <sub>5</sub>	A. W. Porter	Waltham	Oct. 22, '94
1-2	1:03 <sup>1</sup> / <sub>5</sub>	F. J. Jenny	Oneonta	June 8, '94
2-3	1:25 <sup>2</sup> / <sub>5</sub>	A. W. Porter	Waltham	Oct. 22, '94
3-4	1:37	A. W. Porter	Waltham	Oct. 22, '94
1	2:10 <sup>2</sup> / <sub>5</sub>	W. F. Sims	Springfield	Sept. 13, '94
2	4:41	W. C. Sanger	Springfield	Sept. 14, '93
3	7:05 <sup>2</sup> / <sub>5</sub>	S. A. Maxwell	St. Louis	Oct. 24, '94
4	9:51 <sup>3</sup> / <sub>5</sub>	Monte Scott	Asbury Park	Aug. 31, '94
5	12:11	Monte Scott	Asbury Park	Aug. 31, '94

#### Paced Flying Start.

Miles.	Time.	Name.	Place.	Date.
1-4	:25 <sup>1</sup> / <sub>5</sub>	A. W. Porter	Waltham	Nov. 2, '94
1-3	:34 <sup>1</sup> / <sub>5</sub>	A. W. Porter	Waltham	Nov. 2, '94
1-2	:53	A. W. Porter	Waltham	Nov. 2, '94
2-3	1:15	A. W. Porter	Waltham	Oct. 20, '94
3-4	1:24	A. W. Porter	Waltham	Oct. 20, '94
1	1:52 <sup>2</sup> / <sub>5</sub>	A. W. Porter	Waltham	Oct. 20, '94

#### Paced, Standing Start.

Miles.	Time.	Name.	Place.	Date.
1-4	:40	H. Davidson	Waltham	Sept. 27, '94
1-3	:59	A. W. Porter	Waltham	Oct. 20, '94
1-2	1:18 <sup>2</sup> / <sub>5</sub>	A. W. Porter	Waltham	Nov. 2, '94
2-3	1:28 <sup>3</sup> / <sub>5</sub>	A. W. Porter	Waltham	Nov. 2, '94
3-4	1:58 <sup>4</sup> / <sub>5</sub>	A. W. Porter	Waltham	Nov. 2, '94
1	4:07 <sup>2</sup> / <sub>5</sub>	Nat Butler		
2	7:03	Ed Nelson	Springfield	Oct. 20, '94
3	9:28	Ed Nelson	Springfield	Oct. 20, '94
4	11:08	Ed Nelson	Springfield	Oct. 20, '94
5	13:43	L. S. Meintjes	Springfield	Sept. 14, '93
6	16:05 <sup>4</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
7	18:26 <sup>5</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
8	20:46 <sup>6</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
9	23:01 <sup>7</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
10	25:26	L. S. Meintjes	Springfield	Sept. 14, '93
11	27:43 <sup>2</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
12	30:04 <sup>3</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
13	32:19	L. S. Meintjes	Springfield	Sept. 14, '93
14	34:37	L. S. Meintjes	Springfield	Sept. 14, '93
15	36:54	L. S. Meintjes	Springfield	Sept. 14, '93
16	39:11	L. S. Meintjes	Springfield	Sept. 14, '93
17	41:31 <sup>1</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
18	43:50 <sup>2</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
19	46:07	L. S. Meintjes	Springfield	Sept. 14, '93
20	48:27	L. S. Meintjes	Springfield	Sept. 14, '93
21	50:46 <sup>3</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
22	53:04 <sup>4</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
23	55:22 <sup>5</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
24	57:40 <sup>6</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
25	59:52 <sup>7</sup> / <sub>5</sub>	L. S. Meintjes	Springfield	Sept. 14, '93
26				

For other records in this class see American records, standing start, paced.



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### Unpaced, Flying Start.

Miles.	Time.	Name.	Place.	Date.
1-4	26 <sup>4</sup> / <sub>5</sub>	E. E. Anderson	St. Louis	Oct. 20, '94
1-3	39 <sup>2</sup> / <sub>5</sub>	F. H. Allen	Springfield	Sept. 27, '94
1-2	1:01	F. H. Allen	Springfield	Aug. 27, '94
2-3	1:37	F. B. Stowe	Springfield	Oct. 20, '94
3-4	1:37 <sup>1</sup> / <sub>5</sub>	J. D. Park	Denver	Nov. 6, '94
1	2:14 <sup>2</sup> / <sub>5</sub>	H. Davidson	Waltham	
2	4:53 <sup>1</sup> / <sub>5</sub>	A. W. Porter	Waltham	Sept. 27, '94
5	11:26	G. W. Coffin	Newark, N. J.	Nov. 5, '94

### Tandem, Paced, Flying Start.

Miles.	Time.	Name.	Place.	Date.
1-4	25 <sup>4</sup> / <sub>5</sub>	Haggarty & Williams	Waltham	Nov. 2, '94
1-3	34 <sup>2</sup> / <sub>5</sub>	Haggarty & Williams	Waltham	Nov. 2, '94
1-2	53 <sup>1</sup> / <sub>5</sub>	Haggarty & Williams	Waltham	Nov. 2, '94
2-3	1:13 <sup>2</sup> / <sub>5</sub>	Haggarty & Williams	Waltham	Oct. 27, '94
1	1:52 <sup>2</sup> / <sub>5</sub>	Haggarty & Williams	Waltham	Oct. 27, '94

### AMERICAN ROAD RECORDS.

Miles.	Time.	Name.	Place.	Date.
*5 tand'm	11:17	Holmes and Osmun	Chicago	Oct. 8
*5 single.	11:19	A. C. Van Nest	Chicago	Oct. 6
*10 single.	24:13 <sup>1</sup> / <sub>2</sub>	W. DeCady	Chicago	Oct. 20
*15 single.	37:35	W. DeCady	Chicago	Oct. 20
*20 single.	50:38	W. DeCady	Chicago	Oct. 20
*25 single.	1:03:52 <sup>1</sup> / <sub>2</sub>	W. DeCady	Chicago	Oct. 20
50 single	2:32:20	F. A. Foel	Buffalo	Aug. 22
100 single	5:27:15	A. Weinig	Buffalo	Oct. 30
200	16:39:00	R. F. Searle	Elizabeth to Rahway	Oct. 13
1000	6d 5h 53m	R. F. Searle	Chicago to New York	Oct. 17 to 23
1158	14d 12h	A. C. Smith	Boston to Chicago	Sept. 9 to 24
*24 hours	340 miles	B. W. Twyman	Louisville	
24 hours	330 <sup>3</sup> / <sub>4</sub> miles	E. C. Yeatman	Washington	Oct. 22 to 23

\*Boulevard course. Other county roads.

### Comparative Table—Horse and Bicycle.

Contender.	1/4-Mile.	1/2-Mile.	3/4-Mile.	Mile.
John S. Johnson (cycle)	21 <sup>2</sup> / <sub>5</sub>	46 <sup>3</sup> / <sub>5</sub>	1:11 <sup>4</sup> / <sub>5</sub>	1:35 <sup>2</sup> / <sub>5</sub>
Salvator (thoroughbred running)	23 <sup>1</sup> / <sub>5</sub>	47 <sup>1</sup> / <sub>2</sub>	1:11 <sup>1</sup> / <sub>2</sub>	1:37 <sup>1</sup> / <sub>2</sub>
Flying Jib (pacer)	*29 <sup>1</sup> / <sub>5</sub>	59	1:28 <sup>1</sup> / <sub>5</sub>	1:58 <sup>1</sup> / <sub>5</sub>
Robert J. (pacer)	30 <sup>1</sup> / <sub>5</sub>	1:00 <sup>1</sup> / <sub>5</sub>	1:30 <sup>1</sup> / <sub>5</sub>	2:01 <sup>1</sup> / <sub>5</sub>
Alix (trotter)	30 <sup>1</sup> / <sub>5</sub>	1:01 <sup>1</sup> / <sub>5</sub>	1:32 <sup>1</sup> / <sub>5</sub>	2:03 <sup>1</sup> / <sub>5</sub>

\*Hitched to running mate. \*Estimated.

### THE MASSACHUSETTS ELECTION.

BOSTON, MASS., Nov. 12.—The returning board of the Massachusetts division was in session all day today counting the ballots and their report is given below. The so-called Cape circular did not figure in the result and but two of the six men mentioned in it were defeated. Every man defeated was an independent. The new board will meet the first Wednesday in December and elect fifteen delegates to the National Assembly, which the Executive Committee has just voted to hold in New York. The vote: whole number of ballots cast, 1,474; defective, 34. For chief consul, Sterling Elliott, 1,402; scattering, 4; for vice-consul, D. E. Miller, 1,407; scattering, 7; for secretary-treasurer, Charles Howard, 1,377; scattering, 2; representatives, J. Fred Adams, Haverhill, 1,193; G. P. Adams, 1,135; W. S. Atwell, 847; C. L. Barker, 1,093; A. B. Cooper, 693; K. T. Dean, 1,236; A. C. Dillingham, 1,124; W. L. Doane, 1,104; G. W. Dornette, 603; J. J. Fecitt, 870; F. J. Gorton, 1,123; D. W. G. Kendall, 905; J. C. Kerrison, 1,246; A. C. Knight, 1,115; F. S. McCausland, 1,019; F. McKee, 927; A. D. Peck, 1,326; A. K. Peck, 1,173; C. G. Percival, 1,045; G. A. Perkins, 1,251; L. W. Piper, 1,118; A. W. Robinson, 1,216; J. B. Seward, 1,035; F. E. Shute, 1,070; N. W. Starbird, 797; G. H. Stevens, 1,087; G. L. Sullivan, 922; A. W. Swan, 1,186; J. E. Tippet, 990; A. B. Totten, 1,120; T. H. Williams, 1,174; Spencer T. Williams, 1,141; scattering, 47.

### NEW CLASS A HOUR RECORD.

SALT LAKE CITY, Nov. 9.—Thorvald S. Jensen yesterday lowered all Class A records from ten to twenty-five miles and broke the Class A 1-hour record of 22 miles 1,283 yards made by Chas. A. Church on the Riverton, N. J., track October 27, doing 23 miles and 497 yards in the hour. The ride was made on the five-lap track south of the city. Jensen was poorly paced by single wheels, and had all his pacemakers worn out before the end of the first ten miles. He was continually calling on them to increase the pace and a number of extra men were put in to pace, but could not do the work and the regular men did the pacing as best they could. The first, second, eighth, and last mile were made in less than 2:30, and every mile of the twenty-five, with the exception of two, were made under 2:40 and these two only exceeded that mark by a fraction. During the entire ride he followed the gait as set by the pacemakers, and never was pushed. The last mile was made in 2:29<sup>2</sup>/<sub>5</sub>, and when he dismounted he looked as fresh as when he began his ride. Given the advantages of a good track, and tandem pacemakers, he can do the twenty-five miles within the hour. His times for the miles were as follows:

MILES.	TIME.	MILES.	TIME.
5	12:37 <sup>1</sup> / <sub>5</sub>	16	41:04
6	15:11 <sup>1</sup> / <sub>5</sub>	17	43:41 <sup>4</sup> / <sub>5</sub>
7	17:51	18	46:20
8	20:20 <sup>2</sup> / <sub>5</sub>	19	49:00 <sup>3</sup> / <sub>5</sub>
9	22:58 <sup>4</sup> / <sub>5</sub>	20	51:34
10	25:32 <sup>1</sup> / <sub>5</sub>	21	54:10 <sup>2</sup> / <sub>5</sub>
11	28:07 <sup>2</sup> / <sub>5</sub>	22	56:47 <sup>2</sup> / <sub>5</sub>
12	30:43 <sup>3</sup> / <sub>5</sub>	23	59:19 <sup>1</sup> / <sub>5</sub>
13	33:18 <sup>2</sup> / <sub>5</sub>	24	1:02:00 <sup>2</sup> / <sub>5</sub>
14	35:57 <sup>1</sup> / <sub>5</sub>	25	1:04:29 <sup>4</sup> / <sub>5</sub>
15	38:29 <sup>1</sup> / <sub>5</sub>		

Jensen will go for the American 100-mile record made by Harding at St. Louis two weeks ago. Although Harding had tandem and triplet pace-makers Jensen is confident he can cut a big hole in the records with the advantages at hand.

The weather has been ideal the past three weeks and the prospects are good for a continuation of record-breaking weather for a month to come. The sky has been cloudless for weeks and the afternoons on the track have been uncomfortably warm. An almost entire absence of wind has made the conditions most favorable for fast work. The people of the city are beginning to take an interest in the fast riders and are awakening to the fact that with a fast three-lap track, the moderate altitude, fine weather and climatic advantages of Salt Lake would make it a Mecca for the racing teams of the country during the fall and winter months of the year. The weather is uniformly warm, pleasant, and bracing up to Christmas and during January and February; the snows are light and quickly disappear and twenty days per month are always warm and pleasant enough for record work, even in these months, which are the worst of the year.

### CHAMPION OF NEBRASKA.

In the space of one short season, H. E. Frederickson, of Fremont, Neb., has taken rank as the fastest Class A rider in his state, and in the number of annual first prizes won, he probably is one of the first three of all the riders in the country. Frederickson's racing career really began on June 17, on that date he began to race. His record to November 1 shows fifty-

three first prizes, twenty-one second, eight third, four fourth, five time prizes, and seven special prizes, a total of ninety-eight prizes in about four months' racing. Frederickson holds the half and two mile Nebraska championship (the one-mile championship is also held on a Sterling by Barnett). He holds the state records for one-quarter, and one and two miles in competition; also the fastest mile ever ridden in the state, both paced and unpaced. At the North Platte race meet he rode in seven races and won them all, meeting the best men of the state. At Fremont, July 26, he won five out of six races, and two time prizes, while at Grand Island, Neb., on October 20, the wind-up meet of the season, he made a clean sweep,



H. E. FREDERICKSON.

winning all seven of the races, and reducing the state records for the one and two mile competition. A brass band and a delegation of cyclists met him on his return home.

Frederickson is but eighteen years of age, six feet two inches in height, races at 190 pounds, and has ridden a twenty-pound Sterling, Model H, in all his races. While this is really his first season of racing, he won his novice on July 4, 1893, riding at 206 pounds in the fat man's race, and winning from a big field by three-eighths of a mile. This was his only race up to this season.

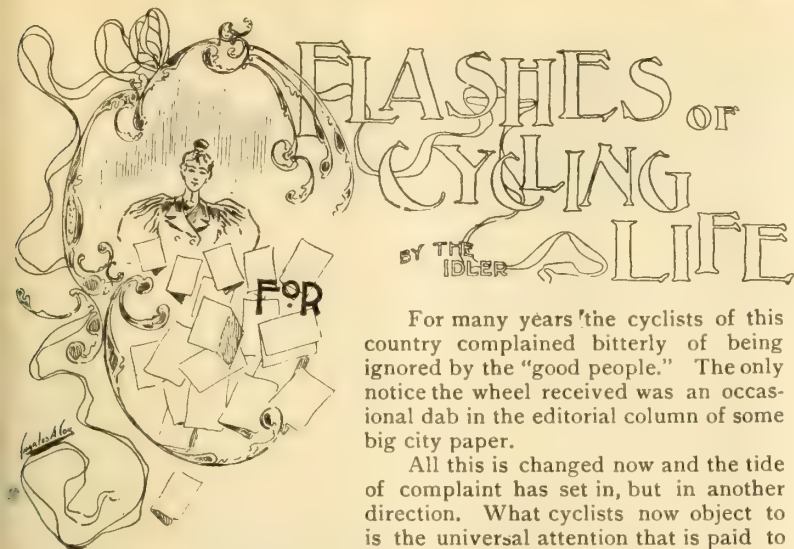
### JOHNSON IN LOUISVILLE.

LOUISVILLE, KY., Nov. 14.—John S. Johnson and the entire Stearns team arrived here last night unexpectedly. They will remain two weeks for records on the new track.

### Louisville Coming to the Front.

Prince Wells, ex-fancy riding champion, the leading cycle business man of Louisville, was in Chicago this week. Mr. Wells is more than pleased with his success the past season. "We have had a good year," said Mr. Wells, "but some of the dealers in Louisville have not. Martin & Dressing are now in difficulties. For myself I can not complain. Cycling is booming in Louisville. We will have the finest track in America. No expense has been spared in the building of this track. It is a good ways from the city and at present hard to reach. We shall soon have this remedied, by a line of electric cars. The surroundings of our track are of the prettiest. Our racing men's dressing-rooms have windows facing the track and so low the man inside can see the race being run. There are individual dressing-rooms, lockers, and wire cots and no man can get on to the track except by going through the dressing-rooms. The door to these is strictly guarded. With this track Louisville will hereafter assume a proud position in the national racing circuit of the country."





For many years the cyclists of this country complained bitterly of being ignored by the "good people." The only notice the wheel received was an occasional dab in the editorial column of some big city paper.

All this is changed now and the tide of complaint has set in, but in another direction. What cyclists now object to is the universal attention that is paid to

them and their pastime. It is now the proper thing for actresses and other "skates" to write long articles about the wheel in which they air their views on this important subject. These stories are to be found in the Sunday press in all the big cities, and some New York syndicates have undertaken to furnish a weekly screed to its subscribers from some prominent person giving his or her opinions on the cycle.

The road hog is an evil of long standing and a highly objectionable one. But when we are confronted with the road hog and the average female critic about the cycle we say give us the road hog every time.

Who cares a rap what Mrs. Kendal or Mr. Kendal, or Ella Wheeler Wilcox, or Pauline Hall, or Mrs. Lease thinks about the wheel? In the first place these people (who would write about stale beer if they could get any advertisement out of it) know nothing whatever about the wheel. On the same principle the newspapers might ask Zimmerman to write his opinions of the war in China.

Cyclists, what with League and secular politics and road hogs and reformers in general, have had enough trouble already without loading them down with this new curse. Let us hope the string will be soon played out and that all the cheap actresses and authors will soon have "expressed themselves" fully on this question. If some arrangement could be made whereby they might be worked off in blocks of five or fifty a noble purpose would be served. But I suppose that this is only the first of a long series of aches which our new-found prominence in the world of society will inflict us with.

#### Anything But Flat.

THE BEARINGS recently recorded the remarkable fact that Weaver lowered the De Soto record to 9 hours flat. This is the first time I have ever heard the De Soto course alluded to in the word "flat." If it, or anything in connection with it (except the Missouri beer), be flat, the Chicago men who left their lungs, livers, and lights scattered over it at various stages, are not aware of that interesting condition. No. Anything, when you're talking about De Soto, but flat, if you please.

#### Thinks Well of the Scheme.

"Centurion" writes to me from San Diego, Cal.: "My Dear Mr. Idler: In your thrilling story about the adventures of Conkey Tubbs and Birdie Bucket you forgot to state what company gave them big, fat jobs on their return. I am thinking about playing the same game and will be obliged if you will let me know the full particulars."

I can not answer this question for obvious reasons. On applying to the company in question the president flatly refused to put up one cent for the advertisement he would get by mentioning his name, and so I must decline publishing it here. I will say to "Centurion," however, that if he writes to Mr. Conkey Tubbs or to Mr. Birdie Bucket I have no doubt that the letter will reach its destination.

#### More Questions Answered.

J. B. Grossberg, of Gross Landing, Ind., writes: "I am thinking seriously about making a tour on the wheel around the world and would ask your advice. What pay does a good round-the-world cyclist get, and how does he climb over high mountains? What is good to eat and drink on such a trip? What maker will pay the highest price? What will your valuable paper give me for representing it exclusively in China, Japan, etc.? When is the best time of year to start? I have already made all my arrangements to go and all I now need is the money."

No doubt, J. B., that all the big makers in the country will fall over one another to get at you and snap you up, now that they know you are in the field. We have no doubt that as a world-girdler you will be a shining light. Plucky young men like you are wasting their time living unseen and unknown in such places as Gross Landing. We are sorry that we can't answer all your questions. For instance, in the matter of clothes, we can give you no advice, because we don't know your size, weight, and complexion. These are important points. Consult your tailor about that.

(2). In the matter of eating and drinking: Food and some kind of beverage are good things for this purpose. Tommy Stevens says that he

found that food, when he could get it, was a splendid thing to eat. It agrees with the stomach of the tourist and is nourishing. As for the drink we would advise you to consult some well-known Class B man. Many of your questions convey no meaning whatever to us, and we must beg of you to write again more fully. For instance, what do you mean by asking us whether our paper wants you as representative in China and Japan, or rather what we would "give you" to represent us there? If you had asked us what we would give you not to "mention THE BEARINGS" at all there would be some sense in your proposition.

(3). If your feet trouble you, consult a doctor. This paper is not a free dispensary.

(4). His address is Paris, France.

(5). Write to Bill Herrick.

Your other questions, J. B., can doubtless be answered in Gross Landing. Apply to the local paper there and it will help you out.

[N. B. Any subscriber who knows what we're talking about will please communicate with us at once at the above address.—ED.]

#### Didn't Catch the Idea.

The early November snow was swirling in the street when the door of the cycle store opened and a man with loose whiskers and vacant stare entered. The obliging salesman stepped up:

"Anything you wish, sir?"

"Sell bicycles here?"

"Certainly. Want one?"

"Thought I'd get one, little late in the season, though—"

"Oh, that cuts no ice. Plenty of people buy wheels now for winter riding. Pleasant for a spin in the snow, you know."

"Ye-e-es" said the stranger vacantly.



"Now here's a wheel, just what you'll want" said the smart salesman. And he hauled out a sample, jumped on the pedals, pounded it on the floor, twanged the spokes, explained all the good points about it and then looked at the customer with pride.

"Take an old wheel in exchange?" asked the stranger looking into remote space.

"Sure thing."

"What'll you allow on it?"

"What kind of a wheel have you got?"

"Allow more on a cushion tire than a solid?"

"Yes, but—"

"You'll allow more for a pneumatic than a—"

"Yes, yes, but what kind have you got?"

"Oh," said the stranger more vacantly than ever, "I ain't got none at all; I only wanted to know what you'd do if I did have one."

And the snow snowed outside.

#### The Elwell Tours for 1895.

January 3 F. A. Elwell will conduct a party to the Bermuda Islands for a two or three weeks' tour, which will be particularly adapted to lady riders. During the summer he will conduct tours to Ireland, the Isle of Man, England, France, Switzerland, Germany, and Holland; also a tour during August and September from London to Marseilles.





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, NOVEMBER 16, 1894.

No. 11.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL  
WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler  
agencies—so will the Fowler wheel.  
Direct all communications to The Hill Cycle Mfg. Co.,  
142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

"THE SAME THE WORLD OVER."

DENISON, TEX.

THE HILL CYCLE MFG. CO.:

Gentlemen: A word for the Fowler Bantam. The one I bought through Mr. Andruss is the best wheel I ever rode out of several different makes.

I rode this twenty-three-pound wheel, with my gun, camping outfit, with myself—weight 168 pounds—total weight, 224 pounds, over Indian Territory roads that the northern rider would not attempt. Thirty-five miles of this trip was made in less than three hours. On this three days' trip I took neither wrench nor repair outfit.

Let me speak for Denison agency. The Fowler is the coming wheel of Denison.

With best wishes for '95 success, I am

Yours truly,

L. G. WHITE,

Physical Director Y. M. C. A.

[N. B.—Please take notice that Mr. White's riding is not of the boulevard kind.—ED.]

LIKES IT.

L. I. Lutes, of Jackson, Mich., says: "I like your FOWLER TRUTH. It's the best thing in advertising now before the cycling public.

Co-Operative Wagon & Machine Co., Salt Lake City, Utah: "We didn't receive any FOWLER TRUTHS last week. What's wrong? Send some along. Our agents are kicking at not getting them. Send at least 100 per week.

## A Story With Words.

(Copy of telegram sent by our Boston agents to a Denver firm regarding the Fowler.)

"Best wheel to sell we ever handled—more talking points and real merits than any other bicycle; very popular in Boston—sold 168 last year—over 650 this year. Signed B. B. EMERY & CO."

We wonder if any one has the courage to "stand up" and say that the above telegram does not contain more real credit for the Fowler wheel than all the "bought bicycle records" made on top of God's green earth, by the whole "caboodle" of hired riders, who rode specially constructed bicycles? Yes, we wonder!

Bicycle records under such circumstances do not represent the true merit of a wheel. If they did we could not (but we can readily) point our finger to some manufacturers of record-breaking wheels (?) who, from observation and reliable reports, have had more "busted" wheels on the track (resulting from faulty construction, bad material and workmanship) than the entire lot of Fowlers built this year.

If you are posted on track events, you know what we say is so. If you will write to our agents, you will find our assertions, as to the standing up of Fowler wheels, true.

When a maker can point to his wheel as a record breaker on path and road (without the aid of hired men), as having a wheel that gives satisfaction and "stands up" under all conditions and requirements—as we can—he is entitled to some attention. We have done these things, and, what's more, there's "nothing back" that we have to apologize for.

We don't ask business on what "some one" has done for us, or on a "bag full" of shining promises as to the future, but on what our wheel and firm have done heretofore in the way of giving satisfaction and good results. On that score, and that alone, do we ask a share of your business for '95.

One

"We Tell You"

is worth a dozen

"We Told You So."

A postal card to each of the following firms, simply asking them, "What do you think of Fowler wheels?" may result in many \$ \$ \$ return. Try it anyway, won't you?

**B. B. Emery & Co.,**

Boston, Mass.

**J. A. Johnston,**

Pittsburg, Pa.

**Ives & Jennings,**

Oneonta, N. Y.

**S. F. Heath & Co.,**

Minneapolis, Minn.

**Gray & Johnston,**

Cincinnati, Ohio.

**The Fowler Cycle Co.,**

Los Angeles, Cal.

(Has no connection with this company.)

These six firms have sold over 1,200 Fowlers and are prepared to speak from experience.

Anyway get one of our advance sheets,

"Good Things in  
Fowler Wheels"  
for 1895.

A POSTAL BRINGS IT.



# TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

## THE NEW RAMBLERS.

In an advance circular to their agents the Gormully & Jeffery Mfg. Co. give a partial description of their line for 1895. There will be seven wheels, including the tandem.

The Rambler No. 12 will be made in three heights of frame, namely, 21, 23 and 25 inch. The 23-inch will be the standard size and will be always sent, unless otherwise specified. Wheels, 28 inches in diameter, with 1 3/4-inch tires, steel or wood rims. The handle-bars are of 3/8-inch tubing, and pitch upward, so as to give an upright position to the rider. The L seatpost is supplied regularly, but if requested the gooseneck can be furnished. The tread is extremely narrow, being 6 inches. The wheel base measures 43 inches. Weight, about twenty-six pounds, all on.

The number 13 has been abandoned, for the reason that it is considered an unlucky number, and the firm do not want any ill luck to befall Rambler riders. Therefore they skip this number and come to the Rambler No. 14. This is a light scorcher or boulevard wheel. This wheel also is made with three heights of frame—21, 23 and 25 inch—23-inch being the standard. Wheels, 28-inch, with 1 1/2-inch G. & J. tires with wood or steel rims. The handle-bars are of a new pattern, ramshorn, bent forward, downward and back to a position where they can be held to best advantage in scorching. The tubing used is 3/4-inch. Of course, any other bar shown in the catalogue can be substituted. They have made the L seatpost in this machine bent forward. This places the rider in front of the pedals, the position which was adopted by so many racing men of 1894. The tread is extremely narrow, being 6 inches. The wheel base is 44 inches. Weight, about twenty-two pounds, all on. The Rambler No. 10 is a racing wheel, simple pure, made with either steel or wood rims, with every part as light as it is possible to make it with safety. Weight, about fifteen or sixteen pounds. The Rambler No. 11 is similar to the one used in the past, being designed for extra large and heavy men, with 32-inch wheels, fitted with 1 3/4-inch tires with steel rims. Weight, about thirty-five pounds, all on. The Rambler Model D is the new ladies' wheel. G. & J. have departed from their old designs and made this machine with a double tube, straight frame. The tread is six inches. The wheel base is 42 1/2 inches. Laced dress guards are used; 28-inch wheels, with 1 3/4-inch tires; handle-bars of an improved shape, of 3/4-inch tubing. Weight, about twenty-six pounds, all on. The Rambler Model E ladies' wheel is similar in construction to Model D, excepting that the wheels are 26 inches in diameter, with 1 1/2-inch tires, wood rims, 40-inch wheel base, and lighter generally in construction, making the weight about twenty pounds, all on.

The Rambler tandem is somewhat improved over last year; made in combination form, and also for men only. Weight, about fifty pounds or less.

The firm announce that they do not wish to go into a detailed account of the catalogue at this time, but say that there will be found many improvements. Among the most important is that the front fork is still further strengthened by extending the fork head or crown down along the forward or backward edges of the fork sides, thereby making it very strong, and also making a distinctive difference in appearance of Rambler forks compared with all others. The handle-bars of the men's machines are made of 3/8-inch tubing instead of 3/4-inch as heretofore, and are of improved forms. Great care has been given to the selection of spokes, which have had such an excellent reputation during the past year. Axles and bearings are, as in the past, made by hand-turning, which is exemplified by the lathe center marks on the ends of all Rambler axles and crank-shafts. The G. & J. tire needs no comment other than that they are still giving it their undivided attention to make it better—always better. The new wood rim, with its double-locking tire, is a thing of beauty, symmetrical in form and, as far as has been shown, has been approved by all. Saddles throughout have been improved.

## AN EARLY SEASON IN UTAH.

SALT LAKE CITY, UTAH, Nov. 12.—Notwithstanding the general business depression and the low price of lead and silver, the two principal staples of Utah, the cycle trade in Salt Lake City the past season has been fairly prosperous. The broad 130-foot streets on all the principal thoroughfares were paved with asphalt last year, and as a result made general riding possible as early as February, and as a consequence the trade season opened up fully sixty days earlier than in previous years. Over forty miles of cement sidewalks, twelve feet in width, were also laid by the city in 1893, and as there is no city ordinance against the use of the sidewalks by the wheelmen, many early sales were made to parties living out in the suburban districts reached by these walks. The dealers, early in the season, took an active interest in racing matters, and as a result, a number of fast riders

were developed and nine successful and interesting meets were conducted. These various causes operated to produce a lively interest in cycling and trade continued brisk up to the fall months.

The various makers of wheels have been well represented. A. W. Caine & Co., stationers, handle the Columbia exclusively as a side line. Like the manufacturers of the wheel they represent the firm is a conservative one and prefer to sell their wheel on its merits in preference to big display and by means of racing, although D. W. King and A. W. Caine, Jr., during the latter part of the season did very good work on the Columbia.

The Western Hardware Co. engaged in the cycle trade early in the season with the Stearns as a leader. Manager Coffin is a rustler and a good advertiser and brought the Stearns prominently before the public. The firm were unfortunate in their racing ventures and gave up attempts in this direction in August. They contemplate having a fast team, however, the coming season. They also handle the Orient, Thistle, and Gendron.

J. S. Jensen, the jeweler, has had the Victor agency for a number of years, and confines himself to this wheel. The wheel is represented on the track and road by his two sons Thorvald and Holger. The former is a road rider of ability, and has won time prizes in three road races this season, his most notable winning being the time prize in the Garfield Beach ten-mile road race, in which he defeated Boles and Collier, the Denver men, from scratch. He also holds the 100-mile Utah road record. Mr. Jensen, Sr., has had good success with the Victor this year.

M. R. Evans handles sporting goods, and the Ariel, Keating, Falcon, and Majestic as a side line. He is wide-awake and energetic, and a leader in cycling enterprises of the city. His son, C. M. Evans, is one of the Class A cracks of the territory, and the struggle between young Evans and Geo. Weiler, the other Class A flier, for supremacy has been a desperate one. Out of twenty-five races, in which the two rode together, Weiler has the best of it by only one first and one second. Evans rides an Ariel, and together with his team mate, J. P. Gunn, has won many victories for the wheel. Evans will probably make the Falcon his leader for next season.

Browning Bros. handle the Rambler, and have sold a large number of wheels. George McIntire rode a copper rimmer during the early part of the season, but was unsuccessful, and gave it up, and the firm made no further attempt in this direction.

The Co-operative Wagon and Machine Co. recently secured the agency for the Fowler, and will push it to the front next season.

The Salt Lake Cycle Co. is the only firm in the state who handle bicycles exclusively. The firm has built up a splendid business since the organization in 1892 and probably sell more wheels than all the other dealers combined. They confine themselves to the Cleveland, Sterling, and Western Wheel Works bicycles, and retail and job this line in Utah and Idaho. They are also jobbers in bicycle sundries and supply a large territory. They have disposed of over 400 wheels since February 1. The firm is composed of Oscar Groshell and C. A. Emise. The company's racing team of four men have a long string of winnings and records to their credit, holding records for all distances from one-quarter to twenty-five miles. The members are Weiler, Royle, Hyde, and Tisdale, but the team will be increased to six men next season.

The outlook for next year seems bright and the dealers are looking forward to a good trade. There are but few of the '94 wheels left in stock and these are being quietly offered at a reduction and there seems to be plenty of buyers for them. The '95 customers are anxiously awaiting for the appearance of next year's models and from present indications it is probable that a considerable number of '95 wheels will be in use before New Year's.

## A BORN SPECULATOR.

Years ago John P. Walters was a money loaner, later he traded a very little on the Board of Trade, and later still was conducting a sign-painting business. But Walters was an enthusiastic bicycle rider away back in ordinary days. His closest friends were salesmen in the cycle business, and Walters' inclination naturally drifted that way. One day he accepted a position with the Taylor Cycle Co., and for a while worked in the store. Later he went on the road, and for a time was located in New Orleans for the Taylor company. Manager Lennie, of the retail store of the Stover company, in Chicago, realized the true worth of the man, and placed him in the store. When that closed Walters was sent on the road, and at once stepped into his proper sphere. He has met with unqualified success in placing the Phoenix, and will, for the year of 1895, sell the Spalding. Walters is a clean-cut business man, sharp in a bargain, and quick to act. He is a born speculator, a man who will find money during the year where others would see none.



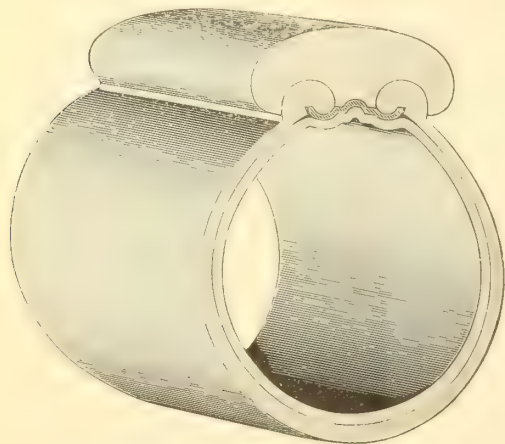
J. P. WALTERS.



## THE TILLINGHAST TIRE.

Orders for the Tillinghast tire have been received from England, France, Holland, and Canada by the Tillinghast Mfg. Co., of Providence. This tire was invented by P. W. Tillinghast, who designed it to overcome defects in detachable tires, which were liable to be injured by the cutting or breaking of the bead at the edges of the rim, and the outward hooking or pressing of the bead or tire edge required a wider rim; when made of wood the rim gave the wheel a heavy and clumsy look.

Besides, the tires were held in place by the pressure of inflation. The improvements have secured to the rim edge an almost complete relief from the outward pressure of inflation by the inwardly turned beaded edges of the tire hooking under a metal band. This allows of the use of a very light and narrow wood rim, and results in the saving in weight of nearly three pounds per pair, including rims. Another advantage is in having all of the air space above the rim, giving a greater



cushioning action for the same size of tire.

The danger of cutting on the rim edges is said to be removed by the peculiar construction of the beaded tire edges, the outer surface of which is rounded, following the arc of a true circle. This curved shape extends above the rim when the beads are inserted, and as the beads can only move in curved pathways, it follows that the flexible side wall of the tire, or even the bead, can never come in contact with the extreme edges of the rim.

The device consists of the usual parts, viz.: Rim, air tube, and sheath, or case. The improvement makes it possible to get at the inner tube, which contains the air, and readily repair any puncture that may be made in the tube. With the Tillinghast detachable tire upon a bicycle, it is claimed that the rider is reasonably sure of not having to walk home, or to seek conveyance for his wheel and himself. This was illustrated by the experience of a wheelman who punctured his tire, and, being without the usual means of repair by cementing and patching, he was able by the use of an ordinary postage stamp, placed over the injury, to make a temporary repair and continue eight miles.

The object of this most recent invention can be briefly stated thus: "To construct a tire that can be easily removed and replaced by an unskilled person, without special tools and appliances, and without disturbing any part of the wheel rim." This object is attained by forming recesses in the edges of the rim, with contracted openings for the reception of the beaded edges of the sheath or case, the beaded edges being introduced into the recesses by turning the bead in a curved pathway through the contracted openings. In this manner a part only of the molded bead is presented to the opening at one time, and the turning of the bead during its insertion will swing it into place under the metal band, as if pivoted to the edge. A greater part being then presented to the opening prevents its withdrawal, except by a reversal of the movements of insertion. After the sheath is in place and the inner tube is inflated, the sheath is held securely on the rim, and can be removed only by deflating the tire and partially turning the bead as in the manner of its insertion.

## TRADE CHANGES.

COATESVILLE, PA.—W. P. North & Co. will erect new tube works, if municipal concessions are granted.

MALDEN, MASS.—H. H. Richards, bicycles, reported as having recorded chattel mortgages for \$18.

DADEVILLE, ALA.—H. A. Posey, hardware, moved into larger quarters, and will take up bicycles. Correspondence invited with manufacturers of bicycles and bicycle sundries looking to accepting agency.

SALEM, MASS.—Wilder & Alcombrack, toys, boys' bicycles, etc., have dissolved, partnership.

BATAVIA, N. Y.—Thomas H. Cooley & Co., manufacturers of bicycles, reported as having recorded chattel mortgage on record for \$139.

STOCKTON, ILL.—David Stiver will open a new hardware store, and invite correspondence with manufacturers of bicycles, and bicycle sundries, looking to accepting agency.

NEW YORK, N. Y.—William J. A. Lieder, toys, boys' bicycles, etc., reported to have confessed judgment for \$83.

ATHENA, ORE.—C. A. Barrett Company, incorporated, hardware, bicycles, etc.; C. A. Barrett appointed receiver. Assets estimated to be \$35,000; liabilities placed at \$13,000.

ST. MARY'S, OHIO.—Dunan & Kayser, hardware, bicycles, etc., partnership dissolved. Lewis Kayser and O. E. Dunan retiring from firm. The style of the new firm will be Dunan & Keeper, individual members being W. L. Dunan, of the old firm, and Henry Keeper.

WASHINGTON, D. C.—L. C. Wahl, bicycles, 811 G Street, painfully injured by the breaking of a bicycle. He was riding at the rate of twenty miles an hour. He was thrown to the ground with great force, and one of his jaws was broken, and he received numerous bruises.

BOSTON, MASS.—The Overman Wheel Co. have broken ground for the erection of a bicycle factory. The building is to be two stories in height, and 40x70 feet.

ZANESVILLE, OHIO.—W. A. Fillmore, hardware, bicycles, etc., removed to larger quarters in the Curran Building, corner of Sixth and Main Streets.

CHICAGO, ILL.—H. J. Cassidy has associated himself as manager with Roger B. Mc-

Mullen & Co., 139 Lake Street. He is very well known on the road in the bicycle and sporting goods trade, but more recently of the Thorsen & Cassidy Co.

TOPEKA, KAS.—W. H. Wood, hardware, bicycles, etc., reported sold out to M. R. Brill, of Wamego.

MILWAUKEE, WIS.—W. A. Bremer, bicycles and repairs, reported as having placed on record chattel mortgage for \$196.

MADISON, WIS.—The Hansen-Huennkens Cycle Co. has filed with the secretary of state an amendment to the articles of incorporation, changing the style of the company to the Huenneken Cycle Co.

NEW WESTMINSTER, B. C.—The Cunningham Hardware Co., hardware, bicycles, etc., reported to have given judgment for \$749.

CORTLAND, N. Y.—E. B. Richardson, bicycles, store closed by sheriff, on three executions, amounting to \$2,883.36, held by Syracuse parties. Slow collections assigned for the cause of failure.

BATESVILLE, ARK.—P. C. White & Co., hardware, bicycles, etc., succeeded by P. C. White.

COLUMBUS, OHIO.—Frazier & Dozier, hardware, bicycles, etc., dissolved partnership, L. C. Frazier continuing the business.

MUKWONAGO, WIS.—The foundation has been laid for the new bicycle factory, which will be rushed to completion as rapidly as possible.

TOLEDO, OHIO.—The Colton Cycle Co., incorporated by Charles E. Kaufman, Geo. B. Colton, Frank G. Jaquet, John W. Fluke, and Lewis G. Colton, for the purpose of manufacturing bicycles and bicycle specialties. Capital stock, \$25,000.

OSWEGO, N. Y.—C. B. Rich Cycle Co. is being organized by C. B. Rich, bicycle dealer, and others. A high-grade wheel, the Ontario, will be manufactured; also ladies' and gentlemen's tandems. Capacity of the factory for the first year will be between 500 and 700 bicycles. Operations will commence with twenty skilled mechanics, under the formanship of Charles Franklyn, late of the Garven Machine Co., of New York. It is stated that a gentleman from the Pope Mfg. Co. will be made superintendent. The wheel to be manufactured is being designed by J. W. Shamp, of Buffalo, N. Y. Bicycle sundries will be added later on. A complete nickel-plate plant will also be added. The factory will occupy the second story of the Vulcan Iron Works Building.

SELMA, ALA.—Johnson, Park & Co., hardware, bicycles, etc., partnership dissolved.

EDEN VALLEY, MINN.—M. F. Magnuson, hardware, bicycles, etc., succeeded by R. L. Warner.

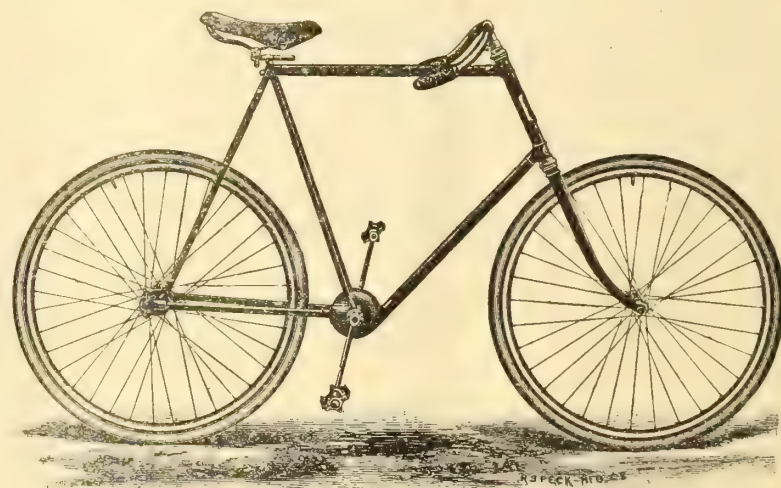
WHITMAN, MO.—R. A. Wayatt, hardware, succeeded by Wayatt & Beattie, and will take up bicycles. Correspondence invited as to taking agency for bicycles and sundries.

PORT WASHINGTON, WIS.—Bernard Notling, hardware, bicycles, etc., sold out.

NEW YORK, N. Y.—Frank J. Stokes, bicycles, judgment recorded for \$34.

## The '95 League Chainless.

The League Cycle Co. have gotten out their '95 model of the League Chainless. Model 11 has an eleven-inch steering head. The depth of the frame is twenty four inches, and the wheel base forty-four inches. No. 20 and 22 gauge Shelby steel tubing is used throughout. Swaged steel spokes of the Excelsior Needle Co.'s best manufacture are used. The bearings are of special design, and tool steel throughout. One-quarter-inch balls are in



rear wheel, crank shaft, and gear bearing, and one-eighth-inch balls in front wheel and steering head. The gears are drop forged and the teeth are cut by special planing process. The width of the tread is 5 3/4 inches. Either a sixty-three or sixty-eight inch gear may be had. Weight, twenty-five and a half pounds. The wheels will be built with three heights of frame, Model 10 measuring twenty-two inches from seat-post bracket to crank shaft; Model 11 measuring twenty-four inches and Model 12 measuring twenty-six inches.

## The Appleby Chain.

The Manufacturers & Merchants' Warehouse Co. have been appointed the exclusive western agents for Rimington Brothers & Co., of New York, sole importers of Joseph Appleby's Albert Humber pen-steel bushed cycle chain. Arrangements were perfected during a recent visit of S. A. Rimington to this city who, together with K. F. Peterson, now with the Manufacturers & Merchants' Warehouse Co., booked orders in this city for several thousands of these superior chains. "Albert Humber" is the original patented pen-steel bushed chain, and as all other manufacturers of the pen-steel bush pay Appleby a high royalty, the Appleby chain can be put on the market at a less price. The M. & M. W. Co. carry a large stock in their Chicago warehouse, 10 to 24 West Water Street, for quick shipment.

R. L. Coleman, president of the Western Wheel Works, has returned to the factory after a short trip in the east, where he has been looking after the interests of his company. He reports the outlook for another big year for Crescents as being very bright.



## ENGLISH TRADE NOTES.

LONDON, Nov. 3.—F. J. Osmond has resigned his position with the Whitworth Cycle Co., Ltd., or rather, I suppose, the Rudge-Whitworth Combination, and has started for himself under the title of the Osmond Cycle Co., Ltd. I understand that the necessary capital is being found by some Birmingham gentlemen, and as there will be no lack of it Osmond will do well. He has undoubtedly done much to place the Whitworths in the position they now occupy, and it will be very surprising if he does not succeed in producing even finer machines now that he will be practically unfettered. Unlike most of the cycle manufacturers of this country Osmond is a practical rider, and nobody knows what a perfect cycle should be better than he. I expect the new company will soon make a big name.

The Cycle Component Parts Co. has taken over the manufacture of the Boudard gear, so far as the trade is concerned, and I hear that it is now prepared to supply the gears in any quantity. So far as I can ascertain public opinion is not very much in favor of contrivances of this kind, which says a good deal for the good sense of cyclists generally. Since the collapse of the Public Company to work the gear I have not heard so much of the imitations which were to be put upon the market. Probably the various inventors will now find a difficulty in getting rid of their ideas at a profit.

The trade is naturally beginning to look up a bit with the advent of the shows, and many factories which have for months past been working short time are now more than fully employed. I sincerely hope the improvement will be a lasting one, as the past season has not been a particularly bright one for many firms. Doubtless the bad weather has had something to do with this, but nevertheless I am inclined to think that the supply has exceeded the demand.

Another new tire company, namely, the "Westwood," was registered last week with a capital of \$375,000, in \$5 shares. I should think so large an amount is hardly required to float a company, the objects of which are to manufacture and sell an almost unknown tire. I do not know if the money has been forthcoming, but I should think not.

By the way I am told that the Osmond Cycle Co., Ltd., is purely a private concern, and has the moderate working capital of \$50,000. This should really be sufficient for all practical purposes, and yet a tire company requires \$375,000!

It is curious to note how the trade in this country will rush from one extreme to another. Only a year ago every maker used absurdly small gear wheels, and now that the error of this has been freely recognized, many firms are rushing to the opposite extreme. There are several machines, which will be exhibited at the shows, with fourteen and fifteen teeth on the rear hub. I have always believed in large gear wheels, and have for long maintained that a seven-toothed wheel on the rear hub is too small, but surely fifteen is unnecessarily large. There is a happy medium in all things.

A great improvement in the tubing employed for handle-bars has just been introduced by the Shelby Steel Tube Co. This new tubing is made specially thin at the ends, but increases in thickness to the center of the handle-bar, so that great strength is gained just where it is required, and yet the weight considerably reduced. It is in such details as this that we must look for further improvement in the modern cycle.

Messrs. Humber & Co. are certainly very strong believers in the Boudard gear, as is proved by the offer they are making to purchasers of Boudard Humbers, namely, that should the rider not like the gear after a week's trial, they will exchange the machine for one with ordinary gear, and refund the extra money paid for the Boudard. This is certainly a most fair and reasonable offer, and one which will doubtless be largely taken advantage of.

WILL O' THE WISP.

## ENGLISH TRADE PAST AND PRESENT.

Rarely in the history of any industry, established scarce two decades, can such wonderful strides be recorded as that connected with the trade of cycles and their component parts. To those who, like ourselves, can remember the days of Haynes and Jefferies and their Ariel bicycle, made as it was upon the very spot where now stands the Rudge Works, the tremendous revolution that has taken place seems almost like a dream. Never in the records of any trade, established so short a period, can so many failures and successes be recorded. Many can recollect the days when the great machine was "Keen's Eclipse," when purchasers could be seen waiting without the precincts of Jack Keen's works at Clapham, with their pockets full of red gold, willing to go on bended knee, if only a machine could be delivered to them. Many can remember when Mrs. Peake, of Lisle Street, Leicester Square, sold Swiftsure bicycles at £20 net, or when the little world of cycling was aroused by the first productions of Mr. Humber and Mr. F. Cooper's wonderful mile record. It is nearly impossible to believe that the introduction of the first ball-bearing bicycle was only about eighteen years ago, and yet it was then that Mr. Dan Rudge brought his first ball-

bearing machine to Moleneux Grounds, Wolverhampton, for the purposes of trial by Mr. Walter Phillips, the present manager of the Humber works at Coventry. What an astonishing march of events has occurred since those days. Men have been with us for a period and passed away—some to the great bourne from whence no traveler returns, others from failure and misfortune have removed their presence from among us; others from injudicious acts have thought fit to find location in climes across the sea. One there was, however, who has left an indelible mark behind him whose memory will be always green to those with whom he came in personal contact, and with whom we ourselves were intimately acquainted—by name, George Woodcock. A man of marvelous intellectuality, a king above his fellow-cycle manufacturers in Coventry, a man of great legal capacity, a stern master, but as just as Justice herself. In his grave are buried all the brilliant days of Rudge finance. Inventions have come and gone by the hundred; craze after craze has taken the public mind, but Experience, the great lieutenant of time, has driven them to the lumber-room of Antiquity. The days of the old Meteor single driver, the Bayliss & Thomas pet, Grout's Arrow, the Omnicycle, and Otto are passed forever; the Facile age has come and gone. Great and glorious were the performances upon that sterling little mount, and as the pioneer of 24-hour road races the great London-to-Bath-and-back journey upon the Facile, organized by Mr. Boothroyd will long be remembered. Oh! Halcyon days, when a road race could be started at midnight with a hundred riders from Anderton's Hotel, Fleet Street, in the presence of thousands of persons. The days of the Singer Folding Challenge, the Cheylesmore, the Imperial Club, and Rudge Rotary passed before us like a panorama; followed by the loose-back Humber and the Kangaroo. Hundreds of types of machines, the conceptions of inventors, flashed up for a minute only to sink back into oblivion. The period which was so earnestly prayed for by cycle makers, twelve years ago, has arrived,

and they are now living in an age of fixity of pattern. The rear driving safety fashion has been the deadliest blow to the profits of the makers. Parts and fittings are now sold at exceedingly low prices, and the hundreds of little fitting shops in the trade each tend to lessen the trade of the larger cycle manufacturers more and more, and could the crank and crotchet age but be restored they would earnestly welcome it again. The present is what may be perhaps known in the future history of the cycling trade as the financial period. Company mongering of rubbishy inventions is the order of the day. Impudence, Limited, would most aptly describe the most astounding piece of financial buffoonery in which investors have been lately asked to take shares. To those unfortunate enough to have applied for any, take our advice and get out at once—the attempt to induce applicants to hold the shares for a period is to enable the venders, the directors, and their friends to "get out." The company boom of 1893 and 1894 will, we fear, cause many a heartburn. Out of all the companies floated within the past two years only one has published a balance sheet and made a profit. It is true those of several companies are expected at once, but the directors have delayed

them an inexplicably long time, which causes much distrust. Important disclosures are likely to take place shortly. An action for rescission and damages is threatened by a shareholder in one of the tire companies, on the ground of fraudulent misrepresentation in the prospectus and concealment of material facts, and further on the ground, that the directors, one and all, received large sums from the promoters to serve on the directorate. The enormous strides made in the trade during the eighteen years past can alone be grasped when it is shown how the public are to be led to subscribe money for concerns on the fringe of the trade which constitute the most apparent fraud upon the intelligence of all except the ignorant investor.—*The Cycle Trade Journal.*

### Morgan & Wright Tires Are Fast Tires.

J. S. Johnson, at Chillicothe, Ohio, November 5, rode a quarter-mile flying start in :23. He was paced by a quadruplet and triplet. The time was a world's record for each class of wheel. All three wheels were fitted with Morgan & Wright tires. Morgan & Wright hold six world's records for one mile as follows: Tyler's mile, flying start, 1:48 $\frac{1}{2}$ ; standing start, 1:57 $\frac{1}{2}$ ; in competition, 2:05 $\frac{1}{2}$ ; on four-lap track, 2:03 $\frac{1}{4}$ ; Johnson's mile, flying start, straightaway, 1:35 $\frac{3}{4}$ , and one mile, unpaced, straightaway, 1:57 $\frac{1}{2}$ .

### The Lovell Diamond.

The Lovell Diamond cycles during the season of 1894 have scored a success worthy of mention. Each year they have made changes and improvements in their line, until last year their wheels were among the leaders. The company claim they have not had to replace a single broken frame during this year because of imperfections. Their latest success is their racing wheel, put on the track at the beginning of this year, it has already made an enviable record for itself and bids fair to be the favorite wheel for track use during the coming year. The Lovell company intend putting out even a larger number of wheels during 1895 at popular prices.

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**  
**OUR S2 TIRE WEIGHS 1 1/2 POUNDS**  
GUARANTEED FOR THE ROAD.  
THEY ARE WINNING SOME.  
HAVE YOU NOTICED IT?  
**MORGAN & WRIGHT**  
CHICAGO



AGENTS WILL PROFIT BY INVESTIGATING  
WHAT THE 1895

# Triangle Wheels

WILL BE LIKE. Drop us a postal with your name and we will send you one of our  
1895 ARTISTIC CATALOGUES when issued.

THE GOODYEAR RUBBER CO.,  
San Francisco, Cal., for Pacific Coast.

THE SELTZER-KLAHR HARDWARE CO.,  
535 Market St., Philadelphia, Pa., Agents for  
Eastern Pennsylvania and New Jersey.

The Peerless Mfg. Co.,  
— CLEVELAND, OHIO.

Mention The Bearings

## Chicago Cycle Show

January 7 to 12, 1895.

TO DEALERS AND AGENTS, AND TO PROSPECTIVE  
DEALERS AND AGENTS, WE OFFER:

**REDUCED RAILROAD RATES** (a fare and a third from  
every part of the United States).

**REDUCED HOTEL RATES** at all the prominent hotels on  
both the American and European plans.

**FREE ADMISSION** to the show during the morning session  
when only those interested in the trade will be allowed  
in the buildings.

**THE GREATEST SHOW** of cycles, accessories, and parts  
ever in America. Practically all the makers, great and  
small, will exhibit.

Bicycles, tires, accessories and parts will be grouped as sep-  
arate exhibits.

In Battery D and Second Regiment  
Armories on Michigan Avenue,  
opposite Monroe Street.

**Admission 50 cents.**

**COME PREPARED TO DO BUSINESS.**

For further particulars address,  
**SECRETARY, The National Cycle Exhibition**  
Company, Caxton Building, Chicago.



## MR. COLEMAN ON PRICES.

Lindsey Coleman, of the Western Wheel Works, called at THE BEARINGS' office this week. He was found in the editor's sanctum, and in the editor's chair, writing editorials for *The Wheel*, as he averred. When the editor appeared on the scene, Mr. Coleman was told that the only way he could make amends for his conduct was to submit to an interview. Of course the first question was in regard to prices for next year.

"I predicted more than a year ago," said Mr. Coleman, "that there would be a cut in prices this year, and that the men who posed as high-grade makers would come down to something like reasonable prices. We shall not come down for the simple reason that we have no cause for coming down. We have made our wheels the best that was possible to make, and have sold them at a fair price. The amount of business we have done is the best evidence of this."

"What do you think of the stand that the Pope Mfg. Co. have taken as stated in their circular letter, in which they say that they will ask their agents to handle the Columbia line exclusively?"

"This is not worrying me at all. Of fifty-seven agents with whom I have talked personally, fifty-two of them have given me positive assurance that they will continue to handle the Western Wheel Works' goods, regardless of what action the Pope company will take. We are going to do an agency business this year exclusively. We will sell almost all over the United States to the agents direct and will give them fair discounts and insist that prices be maintained. Indiana will be handled as heretofore by that disreputable scamp, H. T. Hearsey [Mr. Hearsey was a spectator], and Gump will take care of Ohio, West Virginia, Kentucky, and Tennessee for us."

"I understand that you have been selling goods in Europe; how is it, Mr. Coleman?"

"Yes, we have closed contracts in France, Belgium and Germany, and Switzerland, and are delivering goods. We are also having negotiations on in Italy, Austria, and England, and while I am talking," continued Mr. Coleman, "I wish to say that the report that has seemed to have gained general circulation that Colonel Pope is a stockholder in the Western Wheel Works is entirely without foundation. There are six stockholders, and all bear the name of Coleman and Schoeninger. Our prices for the coming year will be the same as in the past, and we expect to maintain these same prices for twenty years to come."

When questioned about the sizes of the output for the coming year Mr. Coleman declined at first to give any definite answer, but finally said that he did not expect the factory would increase the output above that of last season. "We shall make 30,000 wheels, however, this year," he said, "but shall not exceed the output of last year. Why, we sold 5,000 wheels to the Simmons Hardware Co. This year we shall sell to no jobbers at all with the exception of Hearsey and Gump."

## TOM ROE IN THE TIRE BUSINESS.

Blotters, gotten up as business cards and labeled "Tom Roe, United States Tire Co.," attract attention on THE BEARINGS' office desks. It is surprising the number that will grasp one of these blotters and ask after the welfare of "the old man." Tom has been before the cycling public for many years. He has been a prominent figure at all times. Once, yes, many times, was there when Tom Roe's name was more prominently mentioned than any racing man on the path and better known, at that.

Tom has enemies. He also has friends. Making friends rapidly, they are always retained, through thick and thin. Tom has traveled through nearly every branch of the wheel business. In the old days, the firm of House & Roe was well known in Chicago as agents for the Star. They brought the first ladies' wheels to Chicago, and created quite a stir with them. When Roe withdrew from this firm he started a career that has taken him all over the United States, always in the wheel business. His latest venture will be welcome news to his many friends.

Roe is a clever advertiser, an excellent salesman and a good fellow, an "Indian" his friends call him for his swarthy complexion. He is as faithful in his friendships as the Indian, and the cognomen tops off Roe to a nicety.

The tire he represents is a new one, but from all reports it will be a ready seller and with Tom Roe talking for it, it will soon be as well known as any in the market.

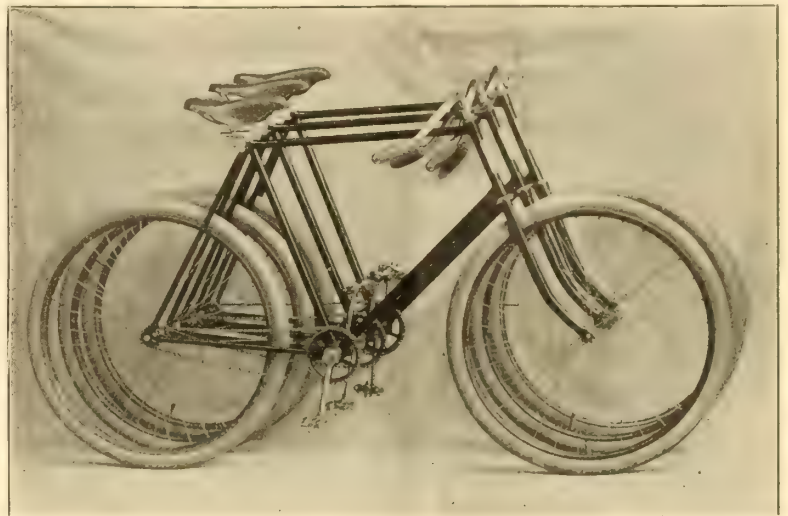
### The Sager Pneumatic Pad.

The pneumatic pads, recently put on the market by the Sager Mfg. Co., of Rochester, N. Y., bid fair to become a great success. A large number of them have been tried and the company are now receiving letters of commendation, of which the following, from one of the best known bicycle men in the trade, is a sample. "By this time I have had a chance to give the pneumatic pad you sent me some time ago a fair trial and can say that the same is a success in every sense of the word. I have ridden this pad over 400 miles and find that on both rough and smooth roads it is simply great. I have ridden it in centuries and also around the city, and tried it both inflated and with very little pressure in it, and think that the latter is preferable. I wish you success and assure you that I shall do all I can to recommend this more than, useful article."

These pads relieve both wheel and rider of all vibration; they can be attached to or removed from any saddle in a moment.

## A PRETTY EFFECT.

The Truman Wheel Co. have a novel way of showing their different models. As may be seen by the accompanying illustration, the Truman



wheels are made in three different heights of frames. By putting them side by side the Truman company get a very pretty effect.

### Plans of "Birdie" Munger.

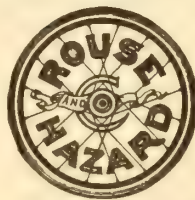
"Birdie" Munger was in Chicago this week. "Birdie" displayed a number of very material improvements to his already splendid wheel. The Munger for '95 will be the lightest wheel made for actual road use ever turned out. The '94 Munger, of which but 600 were turned out, has met with phenomenal success, and the product of '95 will be five times as great. The factory at Indianapolis has been greatly enlarged, another floor being added to the present site for the lighter work, like filing and polishing. Munger now has one of the finest enameling ovens in the country, in a pure white room, specially arranged for ventilation to prevent the slightest dust arising. Munger can raise in a few minutes as much heat as is raised in other ovens in an hour.

This oven is something of Munger's own get up, as are a number of labor and money saving devices around this model little factory. During '94 the Munger has had a number of marked specialties in construction, which have been recognized by other dealers as "good things" and are being copied for '95. Munger has added improvements to improvements, but would rather not exhibit his hand thus early. Several large contracts have been closed. The '95 Munger will list at \$125 for regular road machines and \$150 for light racers. A few of the main features will be the seven nuts only, used in the make-up of the wheel, a special adjustable handle-bar, a very narrow tread and several other features.

### Tuttle Gets Home From Mexico.

F. Howard Tuttle returned to Chicago this week for a home visit and leaves for St. Paul and Minneapolis at once. Tuttle has been on his present trip around the United States and to Mexico for the past four months and more. He has appointed agents everywhere, secured a lot of fine orders, engaged a traveling force and is as enthusiastic over the outlook for the Stearns as he ever was. Tuttle will visit nearly every large American city before completing his trip.

"Johnson's record was received with bulging eyes everywhere," said Tuttle, "I never saw the like of the commotion it raised. Johnson is king around this country, I tell you. Why, people are falling over each other to secure the Stearns' agency. I have the largest order ever brought out of Mexico, where I found excellent chances for a big business among as fine a class of people as I ever knew."



## How are THESE LIST PRICES?

Are they not low enough so it is an object to buy now?

### LIBERAL DISCOUNTS TO AGENTS

From our reduced prices.

No such reliable goods at anywhere near the prices have ever been offered. Dealers can meet any competition in the U. S. at the present time with these goods.

	1893 list.	1894 list.
'93 30-inch Escort, No. 2, M. & W. '94 pneumatic tires.....	\$100.	\$50
'92 30-inch Crescent, No. 2, M. & W. '94 pneumatic tires.....	100.	50
'93 28-inch Rob Roy, No. 4, M. & W. '94 pneumatic tires.....	85.	50
'93 28-inch Rob Roy, No. 1.....	50.	25
'93 28-inch Juno, No. 1.....	75.	30
'93 Ladies' Regis, weight, 32 lbs. Highest grade.....	150.	75
'93 30 lb. Scorchers Sylph (Received highest award World's Fair) 150.		70

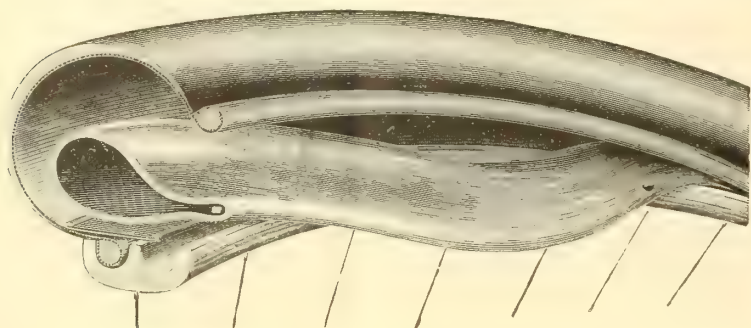
**Liberal Discounts from these prices.** Send for Special Bargain List and Discounts. Buy a sample machine, it will not cost you much, and you will be convinced these cycles offer the best value on the market today and are ready sellers.

**ROUSE, HAZARD & CO., 142 6 STREET, PEORIA, ILL., Manufacturers.**  
MENTION THE BEARINGS.



## THE L. C. SMITH TIRE.

C. A. Benjamin has been booming the L. C. Smith tire, made by the L. C. Smith Tire Co., of Syracuse, so industriously, that it has already become a strong factor in the market. It is a quick repair tire, and is very resilient. The inner tube is located entirely above the rim on a flat, endless locking band, which securely locks the shoe or outer cover in position, and protects the rim from coming in contact with obstructions. The tire is attached by inserting the bead on one side of the shoe in the groove around the whole circumference of the rim; then place the locking band inside the shoe. The valve is put through the cot hole in band and rim, distributing the tube evenly around the band, using care not to twist it; then the tube is slightly inflated. This is done to insure the tube from getting under the band. Com-

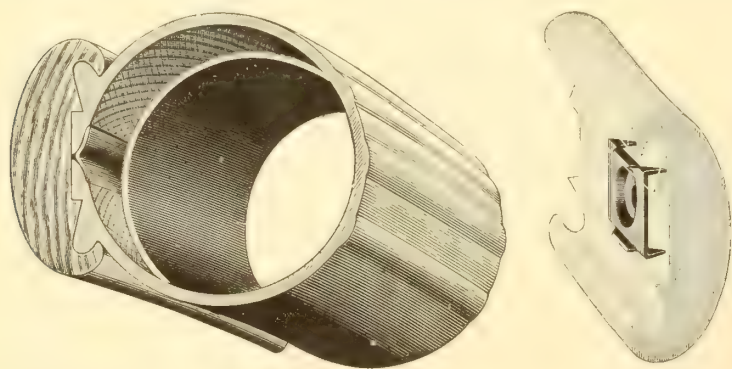


mencing at the valve, the band is raised, and the bead dropped into the groove for about six inches each side of the valve; then a start is made at a point directly opposite the valve, and the band shifted over so that the bead will drop into the groove around the whole circumference of the rim, before locking any portion in, except that already locked at the valve; then a start is made near the valve, and the band rolled over, passing the hands around the periphery of the rim to see that the band is in the center of the rim.

The price list of the L. C. Smith company is as follows: Twenty-eight-inch wood rims, 1½, 1¾, or 2 inch tires, per set, \$20. Set includes rims, shoes, tubes, and pump. Rim, twenty-eight inches, wood, each, \$2.50. Shoe, twenty-eight inches, each \$4.50. Tube, twenty-eight inches, each \$2.50. Band, twenty-eight-inches, each \$1. Shoes are interchangeable; 1½, 1¾, or 2 inch track, road racing, or road shoe, will fit the same size rim, thus giving the rider the option of any weight shoe he may desire at a moment's notice.

### G. & J. Wood Rims.

We present herewith, an illustration of the new G. & J. 1895 wood rim tire, which has already excited much favorable comment in the trade, so far as it has been shown. Recognizing the fact that the wood rim has finally secured a firm foothold in the market, or at least that there exists a fair demand for the same, G. & J. have invented and patented this valuable improvement to the G. & J. tire. It will be seen at a glance that the improvement consists of double-locking edges, which entirely removes the strain from the outer-locking edges of the rim, and admits of the rim being made smaller and narrower, in fact it is possible to make in this form a



smaller and handsomer section than any other wood rim on the market today. Notwithstanding this fact, it is still the strongest. It will also be seen that by the form of construction of the locking edges of the outer case, they act as a buffer, so that if the tire is ridden deflated, the probability of injury to the rim is greatly lessened.

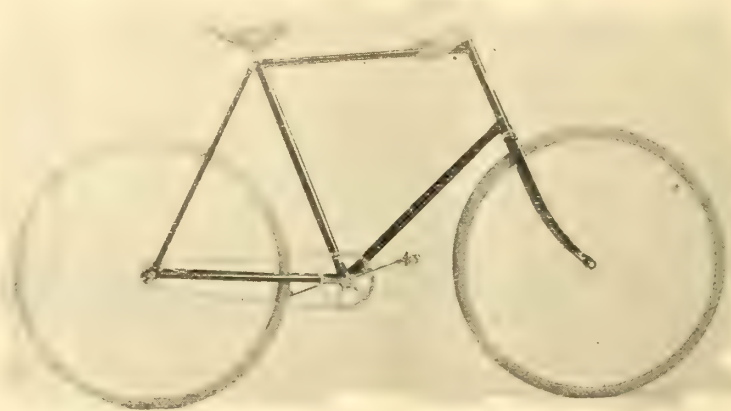
G. & J. have made a wood rim detachable tire heretofore, but the difficulty has been to produce one of sufficient strength without making the section so large and clumsy, but by the above construction, this problem has been solved and overcome. This is no experiment, as we have thoroughly tested it on the road by experienced riders, so that we speak advisedly on the subject. The steel rim will remain as it has been, having been found to fulfill all requirements, and to give general satisfaction to all who have used it.

Among the Chicago visitors this week were A. L. Garford, of Garford saddle fame; George Curtis, of the Curtis-Child Mfg. Co.; L. M. Wainwright, of the Central Cycle Mfg. Co., and L. D. Munger, of the Munger Cycle Co. In one day W. S. Maltby, Prince Wells, D. J. Canary, and Ralph Temple, all old-time trick riders, paid us a visit.

## MORE 1895 PRICES.

EAGLE BICYCLE MFG. CO.—We have several new features in design and construction, but are not prepared to go into detail regarding them until after the cycle show. Eagle aluminum rims will continue to be a prominent feature of our machines for 1895, the same as during the past two seasons. We are in a position to fit almost any prominent make of cemented or clincher pattern tires to these aluminum rims. We have now used them for two seasons with the utmost success, and our agents do not place orders for machines with other equipment.

A feature of our line, about which very little has been said or written up to the present time, but one which is well worthy of note, is our process of



*The '95 Eagle, Model A.*

cold swaging frames. By this method we are enabled to use very large size tubing of light gauge, and reinforced in a manner which can not be equaled.

Our business in the west will be cared for by the Simmons Hardware Co., of St. Louis, and the Woodrough & Hanchett Co., of Chicago. Both of these companies, with their facilities for marketing goods, will be able to quote the same prices to retail trade in the west as we quote trade in the vicinity of our factory. Stock will be carried at these points, and our western agents will have the advantage of nearby dealings and quick deliveries.

A. M. SCHEFFEY & Co.—Our machines for 1895 will list as follows: Wynnewood M and L, two entirely new patterns, at \$85 each. Wynnewood B and C for men and women, respectively, at \$60. Wynnewood D and E, 26-inch wheels, for boys and girls, respectively, at \$50. Wynnewood F, 24-inch wheels, for boys only, at \$40. We will use for detachable tires, the Dunlop and G. & J. patterns, and for cemented tires, the M. & W. pattern.

The Munger Cycle Mfg. Co., of Indianapolis, is adding two stories to its present site and changing the arrangement of the old factory. The Munger for '95 will be in many respects an improvement over the beautiful model of '94. The Munger has proven itself the Tiffany jewel of the '94 cycle trade, being one of the lightest and staunchest road wheels used. When road wheels at from sixteen to eighteen pounds' weight are used for heavy road work an entire season, excellent material, excellent workmanship, and above all ability, must be the combination, and is, with the Munger wheel and its popular maker.

### Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind. 22

**WANTED**—By a large manufacturing concern, a man thoroughly competent to design and superintend the construction of high-grade bicycles. Address A. L. M., care BEARINGS.

## Bicycle Business for Sale.

In leading city. One hundred thousand dollars worth of business done in 1894; more can be done in 1895; wholesale and retail. Best advertised house in the United States. Is now in flourishing condition. Stock and accounts may be reduced to \$10,000; expenses exceedingly light. Good reasons for selling. For particulars, address H, THE BEARINGS.

## TO JOBBERS AND MANUFACTURERS.

The Davis & Stevens Mfg. Co., of Seneca Falls, N. Y., are making five different styles of foot pumps for bicycle use, varying in price from 70 cents to \$5.00. They would like to correspond with responsible large dealers throughout the country with a view to contracting to supply their season's needs in this line. Address, THE DAVIS & STEVENS MFG. CO., Mention The Bearings 2 Fall Street, Seneca Falls, N. Y.



## MARTIN & DRESSING FAIL.

LOUISVILLE, KY., Nov. 12.—The firm of Martin & Dressing, of this city, made an assignment last Saturday for the benefit of their creditors. The assignment was precipitated by an attachment suit filed against them by the Indiana Bicycle Co. for \$6,480.40, on notes aggregating that amount; the liabilities are estimated at about \$8,000, with assets consisting of notes and accounts of about the same amount.

The causes that led to the attachment and assignment are conflicting. C. H. Smith, of the Indiana Bicycle Co., says that he examined the books of the firm, and readily saw that they were losing money, and advised them to make an assignment, so that all the creditors would share alike; this they refused to do, and he was compelled to protect his company by entering suit.

On the other hand, the firm claim that the company, wanting to establish a branch house in Louisville, took snap judgment on them when they fell behind in meeting the notes given in settlement of the account; they also say that the company knew that they had sold many of their wheels on long time and had agreed to carry them along through the winter.

The firm carried a full line of sundries and sporting goods, and were agents for the Waverley, Munger, Lu-mi-num, and Phoenix wheels. In their eagerness to secure sales for the wheels against their competitors, they made the mistake of giving too long time on the sales. One club bought their wheels at \$85 each (list price) at the rate of \$10 cash and \$6 per month. A large proportion of their sales having been made on this basis, the load became too heavy to carry with the result above noted. The members of the firm hope to make a settlement with their creditors, and resume business in the spring.

Arthur E. Lumsden, the well-known racing man and Ramblerite, has resigned his position with the Gormully & Jeffery Mfg. Co., and will hereafter be employed by the Hill Cycle Mfg. Co., in an office position. Lumsden had expected to travel for the former firm, and accepts the new position in order that he may remain at home.

W. M. Breckinridge and Earl Waller left Chicago this week on Sterlings for a trip around the world awheel. They follow the Santa Fe to 'Frisco, cross Australia, Hawaii, Japan, China, and Europe, the opposite direction to Miss Londonderry, who also rides a Sterling. They will be gone two years.

The new addition to the plant of the Indiana Novelty Mfg. Co., at Plymouth, Ind., is 40x180 feet instead of 80x60, as stated in THE BEARINGS last week. The new boiler is 135 horse power instead of 35 horse-power.

## WILL SPOIL CYCLE ROW.

Cycle Row, Chicago, will necessarily undergo some radical changes, if reports reaching us this week are true. A firm that had practically decided to locate in the second story of the two-story frame building at the southwest corner of Wabash Avenue and Van Buren Street, has been advised that the building will come down May 1 next. In this line of stores the Sieg & Walpole Mfg. Co., and the Overman Wheel Co. are located, the former at 285, the old stand of the Humber Cycle Importing Co., and the latter at 287, where the Stover company was last year.

It has been known for some time by those on the inside that this building would be torn down in '95. This was kept dark that the renting properties would not be injured. This move will necessarily cause a shifting on the Row.

There are a number of stores to let on the same side of the street, the Stokes store at 293, the Century Cycle Co.'s old location at 295, and one or two above Van Buren on Wabash. The west side of the street contains the desirable locations. On the east side of the street the firms have hardly met with success. Whether this was the fault of the firms entirely or of the location will never be ascertained. The Taylor Cycle Co., A. Featherstone, the Kenwood Mfg. Co., the Coventry Machinists' Co., and the Moffat Cycle Co. were once on the east side of the street. All have failed or closed.

The Excelsior Supply Co has lately secured 276 and 278 Cycle Row. This is on the east side and there are other good stores left on the same side of this street. The present store of the Ariel Cycle Mfg. Co., at the corner of Van Buren and Wabash, the northwest corner, the choicest location on the street, it is understood is about to be vacated. Premiums are being offered for this location. The National Sewing Machine Co. has already opened at No. 275, with a complete line of wheels of their own manufacture, and other firms contemplate opening shortly.

The addition of a sky scraper to the Row in so advantageous a location means much to the Row. It provides a number of fine stores and a building in which offices of tire firms, dealers in parts, jobbers and wood rim, manufacturers that are now scattered throughout the city may be congregated and thus lump the cycle business of the city in one place.

A BEARINGS man called on A. Featherstone last Monday and found that energetic gentleman very, very busy. "I have absolutely no time to talk," said he, "and can say nothing. I have managed to sandwich in a single day at my desk and must get at the bottom of this [indicating a huge pile of letters and telegrams completely covering his desk] before tonight. Tomorrow I close the last of my contracts for the season's output. Then I will be able to talk and be glad to see you. We are rapidly getting into shape for a greatly increased business this year."

# Fine Work will Tell.

YOU MAY NOT BE ABLE TO PURCHASE A TRIBUNE QUITE as CHEAP as SOME OTHER WHEELS, BUT IT WILL GIVE YOU SATISFACTION AND YOU WILL NOT REGRET the PRICE.

The following letter is a sample of what is thought of Tribunes:

TRIBUNES are built for the rider, and those who have them are always ready to speak in their praise.....

North Vassalboro, Me., Aug. 24, 1894.  
THE BLACK MFG. CO., Erie, Pa.

Gentlemen: I think it is my duty to write and give you the praise which you richly deserve in the manufacture of bicycles. I bought of you about two months ago, a Model F (25 lbs.) and can not speak too highly in its favor. I have ridden almost every popular machine, but never saw one that I would exchange mine for. For lightness, easy running, and hill-climbing, it is far superior to any which I ever saw, also a very handsomely modeled and finished wheel. Since buying mine I have sold a Model C, and the party that has it could not be persuaded to ride any other.

Wishing you unbounded success, as your wheels merit, I am  
Yours truly,  
T. M. WILLIAMS

Buy a TRIBUNE and see how it seems to ride a perfect wheel. The Cycloidal sprocket is itself a revelation to you.

Write for Catalogue and apply for agency.

THE BLACK MFG. CO.,

ERIE, PA.



THE 1895 SUN

WEIGHTS, 17 TO 25 POUNDS

SAMPLES NOW READY

ALUMINUM RIMS

EAGLE

NOT HOW CHEAP BUT HOW GOOD

NOT HOW CHEAP BUT HOW GOOD



**NOW READY!**

**Tillinghast**

# THE TILLINGHAST DETACHABLE TIRE

The past season's experience in manufacturing and riding has placed it

**AT THE HEAD OF THE PROCESSION.**

It has no equal. It has more points of superiority than all others combined; this is the direct result of a constant study of the requirements for a detachable tire, and the closest attention to details. **DON'T COPY** blindly manufacturers who have a purchased interest in the tire they adopt.

**EXERCISE YOUR OWN JUDGMENT.** We didn't sell tires at less than cost to one manufacturer for the purpose of advertising, and turn to his competitor and sell at full price. Examine our tires before placing your orders, then buy the best. **Our representatives are now out.**

**Tillinghast**

**Tillinghast Mfg. Co.,**

117 Orange St., PROVIDENCE, R. I.





## TRADE THRIVING IN PHILADELPHIA.

PHILADELPHIA, PA., Nov. 11.—There have been quite a number of trade surprises in this city during the past few weeks, the most important of recent date being the reported withdrawal of the Overman Wheel Co.'s branch, at 825 Arch Street, which has only been in existence since last January. R. D. Garden, representing the Western Wheel Works, is to take the place and together with "Pop" Brewster, treasurer of the L. A. W., will manage and represent two or three high-class wheels, including the Victor, of which they will be sole agents. Both these gentlemen are well known to the cycle trade and public generally.

Owing to a large increase in business a number of the dealers have found it necessary to move, and before springs rolls around they will be established in new quarters. The Hart Cycle Co. took the lead and moved to 816 Arch Street. They will shortly be followed by A. G. Spalding & Bros., and Charles S. Smith & Co., the latter being agents for the Rambler. Spaldings will go from their present location, Eleventh and Chestnut Streets, to 1216 Chestnut Street, and expect to be ready for the big holiday trade about December 1. The work of putting the new place in shape will begin tomorrow under the direction of Manager Keith. Smith & Co., expect to be in their new home after the first or the year. They have several places in view, one of which if taken will give them the largest retail house in the city.

The announcement of one or two of the big manufacturers of their intention to reduce the price of '95 wheels was heralded with much delight by local wheelmen, and the demand for such wheels promises to be exceedingly large. The many improvements to the streets and roads of the city have been prolific of much good, and the cycling colony of the city is increasing at a surprising rate. A great year is in prospect for the local dealers.

### Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women, and even old men would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill.

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## TRADE JOTTINGS.

The Garford Mfg. Co. are running full handed filling orders for next year.

A. L. Deane & Co., of Denver, Colo., will handle H.-T. Scorchers and Temple Specials in Colorado.

H. A. Lozier now rides to and from his office in Cleveland. A twenty-seven pound wheel carries his 250 pounds of avoirdupois.

Manager Neff, of the Peerless Mfg. Co., says that the past season has been a very creditable one to the wheel, and that they could have sold many more.

The Syracuse Cycle Co. have just closed a large contract with Farwell, Ozmun, Kirk & Co., of St. Paul, who are wholesale distributing agents for the Syracuse in a portion of the northwest.

The Yost Mfg. Co. are adding new and improved machinery to their already large and extensive plant. Their gold-cranked Falcon is meeting with great favor among the trade. Their roadster will weigh twenty-one pounds, and will be a thing of beauty.

W. S. Maltby, the trick and fancy rider, is making a trip to the Pacific coast in the interest of the Keating Wheel Co., of Holyoke, Mass., returning via the southern states. Maltby will give exhibitions on his Keating bicycle and establish agencies in all the principal cities.

The Demorest Mfg. Co. write that they will have a wheel next year that any manufacturer would be proud of. They also have a few novelties, one of which is a bicycle support, which weighs three-quarters of an ounce, and can be attached to any wheel, and will hold it in position when not in use.

As every one knows, crimson is the color of the rims of the Syracuse. When crimson rims are mentioned every one knows that the Syracuse is meant. Crimson rims are now found in all parts of the country, which goes to prove that the Syracuse Cycle Co. have disposed of a large number of wheels. Manager Bowe says that next year the crimson rims will be thicker than flies on a molasses barrel.

The Sager Mfg. Co. have entirely remodeled their factory, and doubled their capacity, as the large sale of Sager saddles has demanded it. They have some very fine saddles for 1895, which they are already showing the trade. Their last year's saddle has been greatly improved. The particular feature of the '95 saddle being the wood cantel. The Sager toe clips are a great improvement over anything yet seen.

The Buffalo Wheel Co. will have some light weights next year, and will also make a racing wheel. Their roadster will weigh twenty-one pounds, their light machine, between eighteen and nineteen, and their racer, with twenty-six-inch wheels, between sixteen and seventeen. Their ladies' wheel is said to possess features of unusual merit, and they have sold a large part of their output already. Mr. Dunham says they are pleased with last year, having disposed of 4,000 wheels.

E. C. Stearns & Co. are at present running night and day. There is no other reason for it than that the large number of orders, which they already have, demands it. Their output for next year will be double that of this year. They have booked some very large orders for wood rims, in fact about all they can make.

## Is Your Tool-Bag Soaked with Oil?

Has the oil leaked out of your can when you most need it?

Avoid all trouble by getting a "PERFECT" POCKET OILER.



25c. EACH.

The cleanest, neatest, and tightest oil can in the world. Regulates supply of oil to a drop. "STAR" Oilers, second to none but the "Perfect," 15c. each.

CUSHMAN & DENISON, 172 Ninth Ave., N. Y.

Mention The Bearings

## WANTED FOR EXPORT

500 to 1,000 cushion tired safeties—must be cheap—also pneumatics.

L. C. JANDORF & Co.,

New Stores, 57 Park Place and 17 & 19 College Place, New York.

1

Mention The Bearings.

## STOP YOUR FOOLING!

WE WILL SHIP A '95 MODEL

## ..TEMPLE SPECIAL..

TO ANY RELIABLE FIRM WISHING TO CONTRACT FOR 50 OR MORE WHEELS.

ONE PRICE—\$100 ALL WEIGHTS.

THE  
LADY TEMPLE

WEIGHS 23 AND 25 POUNDS.

IT BEATS ALL CREATION.

Ralph Temple Cycle Co.

2208 Michigan Ave. CHICAGO.

MENTION THE BEARINGS

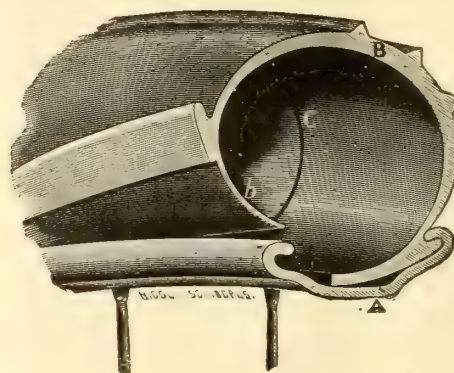
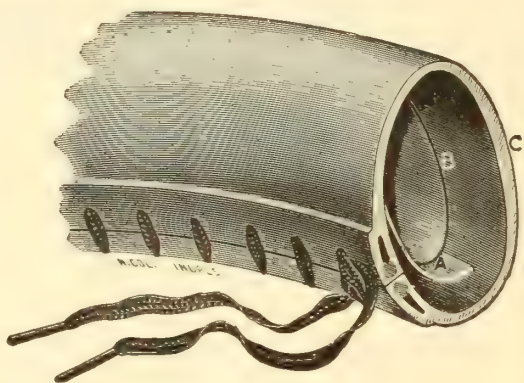


# High Grade Tires!

Hibbard, Spencer, Bartlett & Co.

Chicago Agents for

our G. & J. line.



Manufacturers & Merchants

Warehouse Co. 24 W. Water St.,

Chicago Agents for our Cement line.

Our Prices and Samples will surprise you.....

Indianapolis Rubber Co., Indianapolis, Ind.

AS THE WORLD LOOKS TO

# NIAGARA

FOR BEAUTY,  
SCIENCE, AND MECHANICS,

WE WOULD HAVE YOU LOOK TO OUR

## LIGHT ROADSTER

WEIGHING 21 POUNDS

FOR WORKMANSHIP,

FINISH, AND MATERIALS,

AND TO SUM UP

WE GIVE YOU  
PERFECTION  
IN OUR

# NIAGARA

## \$100.00

BUFFALO WHEEL CO., BUFFALO, N. Y.



# THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol X  
No 17



CHICAGO, NOVEMBER 23, 1894.

## CHRISTENED THE LOUISVILLE TRACK.

John S. Johnson Breaks Eight Records at the New Track—Tyler's Flying Mile Broken.

LOUISVILLE, KY., Nov. 17.—All doubts about the new Louisville track are now dispelled by the work done by the Stearns team today. Last Tuesday night, to the surprise of all local wheelmen, John S. Johnson and T. W. Eck, came here without any previous warning, and after a very careful examination of the track and surroundings, determined to stay here and go for all records. The balance of the team was at Chillicothe, Ohio, and were wired to come at once. On Wednesday night the entire team took up quarters with Mr. Landenwich, and made preparations for beginning work the next day. Thursday was a very cold and raw day, but the riders managed to get in several hours' practice. On Friday it rained, and no outdoor work was done; Saturday was an ideal southern winter day, and advantage was taken of it. None of the pacemakers had done any work for nearly two weeks, and the outlook was not very bright, for none of them were in any kind of condition for hard work.

By 2 o'clock, the time announced for the attempts, at least 700 people had arrived on the grounds, and a more enthusiastic lot of people could hardly be found. The first attempt was made on the five-mile standing start record held by Johnson. The pacemakers were: The quadruplet team, C. H. Callaban, H. A. Seavey, P. O'Connor, and W. A. Rhodes; the triplet team, C. M. Murphy, A. D. Kennedy, Jr., and L. A. Callahan, and Mayo and Saunders, and H. Steenson and Anderson on tandems. The quadruplet was to go two-thirds, the triplet two-thirds, and the tandems one-third each. This allowed the triplet to finish with Johnson.

The quadruplet team and Johnson lined up to the tape, and everything being ready, the signal to start was given, and they were gone. The big machine struck the curve without a tremble, in fact, made it as easy as Johnson. This gave the record breakers more confidence and they bent to their work as if they were on a straightaway course instead of going for

### Their First Attempt on a Three-Lap Track.

After they had gone their two laps the triplet made a very fine pick-up, and after they had gone their two laps the tandems made excellent pick-ups, so that not one second was lost in the attempt. As the men warmed up to their work, it was seen that they would stand a chance to make a record and they were told of it. Then they doubled their efforts. The triplet came in for its last part one lap ahead of time to get into good motion. On the last lap the riders strained every nerve, and the triplet team strained every nerve to beat Johnson in, but were unsuccessful, as he passed them without any trouble and beat them over the tape by more than fifty feet.

The officials for the day were: Referee and L. A. W. representative, Edw. Meglemery, Jr.; starter, Dr. B. G. Rees; judges, G. E. Johnson and Howard Jefferis, of Louisville, and Louis Block, of Denver; timers, Chas. H. Jenkins, Edw. W. Ledman, Prince Wells, L. R. Whitney, and J. Kent Drane, all of Louisville.

A comparison of the time made showed that new records were made for the entire and intermediate distances from two to five miles. Upon announcement of the times to the audience it went simply wild for a few minutes and hats, canes, sticks, and boards were thrown in the air and more noise made by the few hundred people than is usually heard at a political meeting. The times made were:

One mile,	2:01½	Former Record.
Two miles,	4:01	4:04
Three miles,	6:09	6:26¾
Four miles,	8:16½	8:38¾
Five miles,	10:22¾	10:48¾

The two-mile record broken was held by H. C. Tyler, and the others were held by Johnson. Afterward Johnson remarked that with the same weather and pacemakers he is positive that he can reduce the time to less than 10 minutes on this track.

After a short rest Johnson came out for an attempt on the two-mile flying start, and was started in good shape, but his pacers could not get up the same speed as before, as they were almost tired out. The times for

### The Intermediate Distances Were Forgotten,

but the two-miles were ridden in 4:02¾, ½ better than the existing

record, but slower than the standing start. It was not considered worthy of making a claim therefore, and other attempts will be made at it before the trials are abandoned. This finished the riding for the day as it was getting late, and a very cold breeze had sprung up, making riding very uncomfortable. Five records in one day on a new track, with pacemakers out of condition, was deemed enough, and the men were sent to their quarters for the final rubbing. On Sunday the riders were out for exercise only, and were greeted by large crowds to see them ride.

Weather permitting the team will try for every record, from the one-third up to 100 miles, and also for the hour record. The two latter will be made by C. M. Murphy. Every one is very enthusiastic in their opinions of the track, and say there is no other track in the country to compare with it. Of the training and hotel accommodations they can not find words enough to express their gratification. The grand stand at the track is not yet completed, and a large dining-room has been turned into a training-room. The room is kept at a comfortable temperature, and being only 100 feet from the track, is almost as convenient as the training-rooms in the stand will be. It is the only track with a hotel on the same grounds where every one can be accommodated.

On next Saturday, the track association will hold a race meet, in which will be five races for Class A riders, and several events for Class B men, in which races, the Stearns men will endeavor to make some competition records. It is also hoped that Walter Sanger will accept the invitation to attend and enter the one-mile invitation handicap, with Johnson, Murphy, and one or two others. Johnson is very anxious for him to come, and of course the management is anxious. If he came, he could also do some record-breaking work for himself.

## JOHNSON GETS THE STANDING MILE.

LOUISVILLE, KY., Nov. 19.—This afternoon the weather was too cool for much record breaking, as it took too much work to warm the riders up. As it was two of Harry Tyler's records were broken and one world's record was made. Paced by the triplet and tandems, with a standing start, the three-quarter mile was ridden in 1:28¾, clipping ½ second off Tyler's record and ¼ second slower than Porter's Class A record.

The mile standing start, paced, was made in 1:56¾, another world's record for the track, and clipping 1 second off of Tyler's record.

If the weather will only hold out as at present the team will stay for a week longer than originally intended. The spell of cold weather is passing by this city and the indications are for warmer weather, if realized, all of the existing records will be attacked.

The timers today were: Prince Wells, H. R. Armstrong, and R. Whitney; L. A. W. representative, O. W. Lawson; starter, J. K. Drane, Jr.

## MORE RECORDS FOR JOHNNY.

LOUISVILLE, KY., Nov. 21.—Johnson today secured the paced mile flying start record, and in doing so broke an intermediate record, the three-quarter mile. His time was 1:47¾, just 1 second under the record. He passed the three-quarters in 1:21 flat, or ¾ seconds under Tyler's record of 1:21½. The fractional times were: Quarter, :26¾; third, :35; half, :53¾; two-thirds, 1:12¾; three-quarters, 1:21; mile, 1:47¾. Johnson also rode a mile, standing start, in 1:52½. Intermediate times: Quarter, :31; third, :39¾; half, :57; two-thirds, 1:16¾; three-quarters, 1:25¾; mile, 1:52½. This broke the two-thirds mile standing start record, the three-quarter standing start, and the mile standing start. It also beats Bliss' famous horse paced mile of 1:54¾. Johnson now holds all records from one-quarter of a mile to and including five miles. Tomorrow he goes against the 1 hour record.

## NEW HOUR RECORD.

A. V. Linton, the English professional, has broken Bouhour's hour record by over three-quarters of a mile, riding 28 miles 405 yards in 60 minutes, at Bordeaux, recently. A few days after Linton rode fifty miles in 1:54:09, beating 1:56:45¾, the previous best. Barden rode ten kilometers (6¼ miles) in 12:47. He must have broken all records from two miles up, but unfortunately the times by miles were not taken.



## SANTEE SNOWED UNDER.

**Isaac B. Potter Elected Chief Consul of the New York Division By a Large Majority—Other Division Elections.**

NEW YORK, Nov. 19.—Isaac B. Potter, president of the Brooklyn Bicycle Club, has been elected chief consul of the New York State division, over Dr. E. M. Santee, of Cortland, N. Y., by a handsome majority, one that, early in the count, left no doubt as to what the final outcome would be. For one month, ending November 15, the fight had been one of the bitterest struggles ever fought in cycling politics.

The counting began at 10 o'clock Saturday morning in Parlor L of the Astor House, but it was long past midnight before Potter had been officially announced the victor, with a plurality of 924 votes over his antagonist. Secretary-Treasurer Thos. A. Raisbeck superintended the counting, assisted by B. L. Teyrell, of this city; F. A. Sherman, of Watertown, N. Y., and W. M. Honig, of Albany. Chas. F. Cossum, chairman of the rights and privileges committee, was also in attendance, ready to pass judgment on any subject arising whereby his decision would be necessary. Chief Consul Chas. H. Luscomb was not present owing to his father's death. From the beginning to late at night Parlor L was thronged by persons anxious to learn the results, Chairman Howard E. Raymond being present the greater part of the time. He is Potter's business partner and has exerted all his influence to help his associate during the campaign. By the middle of the afternoon it was generally conceded by the Santee people that Potter had won.

Santee's district gave Potter only eighteen less votes than their own man received, Santee running 133 to Potter's 115. In Potter's district, however, all was different, Santee getting but ninety-four votes to Potter's 431. If any possible hope was left in Santee's mind, after the count of the second district, it was completely killed when the first district's returns showed Potter 517 to Santee's 204. Truth to tell, Mr. Potter did not expect the support he was given, it was a landslide of the most approved fashion, Santee getting the worst of the deal. As to the minor state officers voted for, not one Santee man won, Potter cleaning up everything. W. E. Underhill, of Schenectady, defeated E. S. Homer, of Troy, for vice-consul by 1,377 votes to 843, and W. S. Bull, of Buffalo, beat George C. Pennell, of New York City, for secretary-treasurer by 1,417 votes to 803. Aside from the voting for division officers, the representatives to form a state board of officers were balloted for with the appended results: For representatives, first district, A. E. Hildick, New York, 630; J. J. Woods, New York, 635; J. P. Haight, New York, 644; C. B. Lockwood, Yonkers, 646; J. W. Talmadge, Tarrytown, 647 (no opposition). Second district, Charles Schwalbach, Brooklyn, 112, and E. F. Beecher, Brooklyn, 182, elected. H. Strugnell, Brooklyn, seventy-three, and A. H. Angell, Brooklyn, twenty-eight, defeated. Third district, W. M. Honig, Albany, 405; T. W. Neary, Cohoes, 406, and C. B. Benson, Hudson, 387, elected; W. B. Phipps, Albany, 204, defeated. Fourth district, W. F. Hazleton, Syracuse, 146, elected (no opposition). Fifth district, Chas. F. Cossum, Poughkeepsie, 240, and R. F. Whipple, Oneonta, 239, elected; W. H. Dillon, Binghamton, fifteen, defeated. Sixth district, W. J. Danielson, Buffalo, 201, elected (no opposition).

### The Vote for Division Officers.

District.	Potter.	Underhill.	Bull.	Santee.	Homer.	Pennell.
First.....	517	517	508	204	204	213
Second.....	279	272	266	74	81	88
Third.....	431	229	279	94	297	246
Fourth.....	107	106	107	60	61	60
Fifth.....	115	116	117	133	131	131
Sixth.....	133	137	140	73	69	65
Total.....	1,582	1,377	1,417	638	843	803

### Morrison Gets There in Wisconsin.

MILWAUKEE, WIS., Nov. 21.—The annual election of the Wisconsin division, which has just been closed, shows that A. Cressy Morrison and Martin C. Rotier, of Milwaukee, have both been unanimously re-elected chief consul and secretary-treasurer, respectively. The vote on the other officers was as follows: Vice-consul, Benjamin Park, of Madison, 82; Irwin F. Strauss, of Ripon, 43; representatives, H. P. Andrae, of Milwaukee, 108; Dr. D. S. McArthur, of La Crosse, 102; W. W. Luebke, of Eau Claire, 45. A total of 117 votes were cast. The ballots were counted by W. Irwin, William Ott, and R. C. Whelpley, all of La Crosse.

A meeting of the new division officers will be held on December 27, in this city, when the date for the holding of the next state meet will be decided upon. Ripon has held the meeting for the past two years but wants a date on the national circuit this year instead. Janesville, La Crosse, Madison, and Beloit are the active candidates for the meet. Madison has been after it for several years and will probably capture the meet this time. The date for the holding of the annual division banquet in January will also be decided upon.

### Cooke, Rhode Island's New Consul.

PROVIDENCE, R. I., Nov. 16.—The result of the election of officers in the Rhode Island division was announced today and shows that the Rhode Island Wheelmen have elected their entire ticket by a large majority. The fact that out of 475 members qualified to vote, 430 voted, shows that the winning side has done some lively work. The result in detail follows: Chief consul, George L. Cooke, 322; W. B. Banigan, 91; vice-consul, Benj. Smith, 313; John H. Barrett, 101; secretary-treasurer, Nelson H. Gibbs, 408, no opposition; representatives, Frank E. Elliott, 314; Leo Kaufman, 312; E. C. Fuller, 113; C. H. Potter, Jr., 86. The representatives elected

this week from the three League clubs are: H. L. Perkins, G. F. Phillips, Rhode Island Wheelmen, Providence; C. I. Campbell, Narragansett Wheelmen, Providence; George Parrott, Aquidnick Cycle Club, Newport.

### Holm Re-elected Chief Consul.

The Missouri Division election resulted in Robert Holm being elected chief consul, E. P. Moriarity, of Kansas City, vice-consul, and W. M. Butler, secretary-treasurer, without opposition. Out of the seven candidates for representatives, three were to be elected, and M. J. Gilbert, and J. R. Bettis, of St. Louis, and F. F. Campbell, of Kansas City were the fortunate ones.



### Boyle Successful in Pennsylvania.

PHILADELPHIA, PA., Nov. 20.—The result of the election in the Pennsylvania division was announced today. Samuel A. Boyle, of Philadelphia was elected chief consul without opposition. Of two candidates for vice-consul, Thomas J. Keenan, of Pittsburg, was successful, having a majority of 208 votes over Wade McGowin, of Pittsburg. The latter is not satisfied with the results and will probably ask for an investigation. There seems to be considerable talk over the manner in which the ballots were sent out. Many of the most prominent League members in Philadelphia, even after making special requests for ballots say that they were unable to obtain them. Keenan polled 949 votes against McGowin's 749.

### Kentucky Division Election.

LOUISVILLE, KY., Nov. 18.—The election committee, consisting of Messrs. G. M. Allison, W. L. Verhoeff, and Dr. H. B. Tileston, met at the office of the last named, last Thursday afternoon, to canvass the votes cast in the election. Two hundred and ninety-three votes were cast, 287 being legal and counted and six being thrown out. The result of the election was: Chief consul, Edw. A. Neuhaus, of Louisville; vice-consul, T. C. Walden, of Owensboro; secretary-treasurer, Owen Lawson, of Louisville; representatives, W. P. Hastings, of Shelbyville, and John W. Clendenning, of Covington. The new board will meet during the first part of December to elect a representative to the Assembly.

### Jaquish Wins in Illinois.

L. C. Jaquish, Chicago member of the Racing Board, had no opposition for the chief consulship of the Illinois division. But 581 votes were cast. The result: For chief consul, L. C. Jaquish, 559; for vice-consul, C. H. Robinson, 555; for secretary-treasurer, A. J. Marrett, 361; for secretary-treasurer, George K. Barrett, 205; scattering, 4; representatives, first and second districts, J. M. Erwin, 171; Frederick Gerlach, 152; representative, third district, W. A. Connelly, 38; representative, fourth district, B. J. Tilden, 23; representative, fifth district, Charles F. Vail, 24; representatives, sixth district, John P. Fogarty, 18; scattering, 7; representatives seventh district, George D. Locke, 71; J. R. Bunting, 27; representatives, eighth and ninth districts, Robert M. Starr, 34; scattering, 2.

### A Bicycle Thief Sentenced.

COLORADO SPRINGS, COLO., Nov. 14.—Myron Williams, who stole a Columbia bicycle in this city, took it to Horton, Kas., and who was there captured and brought back at the expense of the local wheelmen, was arraigned today before Judge Campbell of the district court. He pleaded guilty and was sentenced to two years and nine months in the pen.

Colorado Springs has always been exceptionally free from pests of Williams' sort and the wheelmen are bound that it shall remain so. Thieves are wise to give this city wide berth, as they have done in the past, but if any are anxious to get free board at the expense of the state, they can do no better than to try their game here.



## "PROS" FOR THE QUAKERS.

The Staid Philadelphians Will Have an Opportunity to See the Cash Prize Kings—After the Scorchers.

PHILADELPHIA, PA., Nov. 17.—Following the big meet at Madison Square Garden during Thanksgiving week an amateur and professional tournament will be held in this city, commencing on Thursday, December 13, and continuing for nine days. The final arrangements were completed on Thursday by Manager E. G. Johnston and Industrial Hall, Broad and Race Streets, the largest in the city, was secured for the meet. Work will shortly commence on the track, which is to be constructed much on the same lines as that at Madison Square Garden. It will be built at a cost of \$2,000, under the direction of Charley Ashinger, who is also looking after the Madison Square course. The track will be fifteen laps to the mile and will be elevated at the turns to such an extent that some very fast time may be expected.

A majority of those who will ride in New York will also be seen here, in addition to the numerous local men who have signified their intention of competing. It is proposed to inaugurate the tournament with a three days' amateur race. This will commence on Thursday, December 13, and on the following Monday the six days' professional race will start. Entries for this event have been received from Ashinger, Albert, Hosmer, and Van Amberg and all efforts will be made to have Zimmerman and the other big 'uns, including the foreigners, in attendance. It is not expected that the latter men will take part in the 172-hour race, but special events will be arranged for them.

### The Letter-Carriers of the Philadelphia Postoffice

are to have a parade on Thanksgiving Day, one feature of which will probably be the appearance of a large number of the men on bicycles. Although Postmaster Carr has not as yet granted permission to the men to ride it is more than likely that he will do so, as he himself is an earnest advocate of the sport. There are over 300 men connected with the postoffice who ride wheels, one half of whom use their machines in their daily work. If they go over their routes on wheels there is no reason why they should not be allowed to do so in the parade, as it would no doubt be an excellent feature.

The local authorities are doing everything in their power to make the wheelmen obey certain restrictions, and on Thursday another order was issued to the police throughout the city calling upon them to arrest all persons riding without a lamp during certain hours. This is not the first time this order has been issued, but the seeming neglect on the part of the police warranted this action. Hereafter a strict watch will be kept, and all those disobeying the law will be arrested, no matter who they are or what influence they have. A number of arrests have taken place lately, and cyclers are beginning to realize that it doesn't pay to disobey the law. The latest arrest occurred on Wednesday, when J. C. Boyer, a student at the College of Pharmacy, was fined \$10 for riding a bicycle without a lamp, which was subsequently remitted by Magistrate Pole.

"Scorching" is another evil, and indulgents in this sort of riding are also being severely dealt with. The city treasury was further enriched last Monday by two arrests by one of the Associated Cycling Clubs' special policemen. John Biggard, sixteen years old, of Dickinson Street, was first caught at Vienne and Girard Avenues for fast riding. A little later the same officer gathered in Thomas Hefermalz, of Fifth and Race Street, for the same offense. He was caught at Broad and Jefferson Streets. When brought before a magistrate both men were held in \$400 bail.

### The Frequent Arrests by the Wheeling Policemen

of this city have made the cyclers decidedly wary and if one lands a prize now he has to display considerable sprinting ability. A sample of this occurred during the past week, when our city champion, W. W. Taxis, gave one of the mounted cops a decidedly warm chase. Being out of the city and without a lamp, the entire day, he returned shortly after dark and was wheeling his way up Broad Street, when he was halted by one of the "guardian angels" and asked where his lamp was. Billy explained the situation, but not to the satisfaction of the "cop," who immediately proceeded to land his prize. Billy saw what was about to occur and as quick as a wink gave one push on the pedal and away he went. The cop was after him in a second, head bent and pedaling for dear life. The chase continued up Broad Street, with Billy setting the pace, but ere many squares had been gone the pace began to tell on the blue coat and he slowly dropped back, until Billy was a safe distance in the lead. Billy was mounted on a nineteen pound Sterling racer, and relating the instance stated: "I could distinctly hear the distance between the chasing cop and myself tick off as I speedily pedaled along, but never before did I realize the words, 'Built like a watch,' until those dangerous moments."

The Associated Cycling Clubs convened at the clubhouse of the Americus Wheelmen on Friday night and transacted much business of importance. The report of the committee appointed by the trade league to get the views of the dealers on the advisability of holding a show and which was referred to the A. C. C. for action at the former's meeting was received and acted upon. The question was discussed at length and it was finally decided to hold a show if the trade league or dealers would assume the financial responsibilities. The association will try to have an exhibition of cycles, as has been the custom in past years, and although much doubt has been expressed, it begins to look as though the Quaker City would have its annual show next February.

Contrary to expectations, the question of disposing of the funds now in

the treasury of the association was not broached, and it is likely that it is now settled for a long time to come. The report of the treasurer showed the association to be in good financial shape. The profits on the recent national circuit meet will aggregate over \$500. Director of Public Safety Beitler sent a letter to the association, which was read and adopted, after which an adjournment was reached. The director complimented the association in its endeavors to support the laws governing cycle riding, and said that that far the work of the special policeman had been productive of good results.

## A MEXICAN RACE MEET.

CINDEAD DE MEXICO, Nov. 4.—A first-class and well-conducted race meet in Aztec Land is what the writer had the pleasure of witnessing in the neighboring city of Puebla on November 1 and 2. The Club Atletico de la Ciudad de Puebla held its annual tournament on the above dates, mostly of bicycle races, which were very interesting and well attended, there being 3,500 people present the first day, and 5,000 on the second day. The times for the different races were very good, particularly in the shorter distances.

The favorites were Rene Sarre, and Luis Brauer, of Mexico City, and Saul D. de Colombres, of Puebla. Considerable money changed hands on the races in which these men competed. The only noticeable difference between this race meet and those held in the States was the absence of the usual and customary "kicks" from the racing men and their trainers at the finish of each race.

At the close of the races the prizes, composed mostly of medals, were distributed in a *muy bonito* (very pretty) manner right on the track. A table was placed in the center of the track in front of the grand stand and the prizes placed thereon. Six ladies then took seats, three at each end of the table facing the audience, and as the master of ceremonies called the name of the winner he handed the prize to one of the ladies. The winner then stepped forward and kneeled before the lady and she complimented him upon his ability and pinned his medal on his breast.

The Mexican people have plenty of good material to make racing men from and when the Cyclist Union Club build the track, which they will do



Start of the one and one-half kilometer championship.

during the next year in the City of Mexico, the riders in the States will certainly hear of some very fast time from this seemingly far-away country. The track at Puebla is 750 metros in length and has a very fast surface, but the shape is not just what it should be. It is built with four banked corners and is almost square. Still the banking is done so well that a rider can take the corners at almost full speed.

### First Day's Summaries.

Twenty-one kilometers. Luis Brauer, first; Luis Vazquez, second; Jose Moran, third. Time, 38:22½.

One-mile scratch. Saul D. de Colombres, first; Rene Sarre, second. Time, 2:15¾.

Three-kilo metro: junior race.—Calos Buen Abad, first; E. B. Turnbull, second; F. Marin, third. Time, 5:39½.

Seven hundred and fifty metros, minor handicap.—Guillermo Ibanez, first; Juan M. Duran, second.

One and a half kilometers championship of the republic.—Luis Brauer, first; Saul D. de Colombres, second; Rene Sarre, third. Time, 2:08½.

Six kilometers, championship Puebla Athletic Club.—Jose Moran, first; Luis Vazquez, second. Time, 10:17¾.

Seven hundred and fifty metros, combination riding and running.—Leopold Garito first; C. N. Butlin, second; Rene Valadie, third.

### Second Day.

Fifteen kilometers.—Luis Brauer, first; Luis Vazquez, second; Jose Moran, third. Time, 26:04½.

Quarter-mile, final heat.—Luis Brauer, first; Rene Sarre, second; Saul D. de Colombres, third. Time, :34.

Three kilometers, championship of Puebla.—Saul D. de Colombres, first; Luis Vazquez, second; Roldofo Velez, third. Time, 5:37¾.

Three kilometers, novice.—Leo Savito, first; M. Marquez, second; G. Golzarri, third. Time, 6:01¾.

Nine kilometers, championship Cyclist Union Club.—Rene Sarre, first; Saul D. de Colombres, second; Luis Brauer, third. Time, 15:02¾.

Half-mile, record.—Telesforo Castaneda, first; Luis Brauer, second; Saul D. de Colombres, third. Time, 1:04¼.

Six kilometers, handicap.—Luis Brauer, scratch, first; Luis del Pozo, 400 metros, second; Jose Moran, 100 metros, third. Time, 9:28¾.



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GEO. K. BARRETT, EDITOR.

## POWER OF THE PRESS.

The power of the press is well illustrated in the sad case of Miss Myrtle Hopkins, who was run down by W. H. Wells' tandem team. The account of the case which appeared in these columns a few weeks ago has awakened a storm of indignation all over the United States. There is no need to re-tell the story. It is now well known. Up to the time that the matter was taken up by THE BEARINGS the aristocratic driver of the tandem team that knocked down the poor working girl had not taken enough interest in her to make a single inquiry. After he had been interviewed by a BEARINGS' man, he lost no time in finding out how she was getting along, and when a committee from the Associated Cycling Clubs of Chicago, appointed for the purpose, called on him, he made haste to assure them that he was prepared to do whatever was right. He was even willing to have the matter arbitrated, and to bind himself to abide by the decision of the board of arbitration if the A. C. C. would consent to such an arrangement. Whether they will or not remains to be seen.

In the meantime we are pleased to tell our readers that Miss Hopkins, under the careful attention that the contributions of the wheelmen have provided for her, is getting along as well as could possibly be expected. It is likely now that she will recover without having to undergo a surgical operation. She has a private room to herself in the hospital and every care that money can buy. As we said before, this has been provided for her by the wheelmen of the country. But without a mouthpiece to make her sufferings known she might have been in as pitiful a condition today as on the day when her situation first became known. We take no credit for her improved condition, but are thankful to have been the medium through which her sad case became known. For her present comparatively comfortable condition she has to thank the wheelmen at large, a body which has shown itself to be composed of men. The entire case has been turned over to the Associated Cycling Clubs and our readers may rest assured that Miss Hopkins will not be allowed to suffer.

It is impossible to print all the feeling replies that we have received in answer to our appeal. A few detached extracts are however appended. One remarkable feature is the fact that more than half the contributors to the fund promise further aid for Miss Hopkins or to prosecute Wells:

Read your account with horror and disgust—drivers who would not dare to make any trouble for men seem to think that they can play the parts of road hogs with impunity where ladies are the victims—one paper like THE BEARINGS is worth more to cycling than the whole League of American Wheelmen—a small subscription and a heart full of sympathy—down with road hoggism—if the wheelmen in this section had Mr. Wells for a short time they would treat him to a ride on that time-honored vehicle, a rail—a wretch in the satirical semblance of a man—Memphis is indignant over the outrage—good for THE BEARINGS and the A. C. C.—it looks as if there were a few men left—pity for the girl and disgusted contempt for the beast—the ordinary road hog pales into insignificance when compared with this brute—hanging would be too good—the accident might have been an accident, but as to the later developments, I can not be too bitter in my denunciation—the prosecuting attorney of Chicago ought to take steps at once—hope the brute may never be seen on the streets again—here is ten cents from a little boy ten years old—keep the public posted about the case through THE BEARINGS—your timely editorial should awaken the sympathies, not only of the wheelmen of Chicago but of this broad land—would have liked to have

been around with a club when the accident happened—it seems as if our civilization is a failure if it produces such men as Wells—THE BEARINGS and road hogs can't exist long in the same town—treat all road hogs in the same manner and they will soon become scarce—I know that THE BEARINGS will not let the case be forgotten—the Chicago wheelmen are face to face with the opportunity of treating snobdom to a lesson—Wells is an animal, not a man.

## SANTEE RELEGATED TO OBSCURITY.

Of the many League elections that have been decided recently, there is only one in which there was a fight of any magnitude, a fight whose results materially affected the prosperity of the division in which it was waged. That fight was in New York, and was won, as the most of our readers will be pleased to hear, by the side that represented decency, fairness, and progress. A merited and severe rebuke was administered the representatives of the ward heeler's methods. In electing Isaac B. Potter and his associates on the state ticket, the New York division has done itself and the League at large a vast amount of good. Santee and his methods have been relegated to the obscurity from which they should never have emerged. Potter's election comes in the way of a public recognition of the good work that he has done for the New York division and for the League. His victory was a sweeping one. He ran ahead of his ticket and polled almost three votes to Santee's one.

In case H. E. Raymond finally makes up his mind that he will not run for the presidency of the League for the term beginning in February next, Potter will, without question, be the strongest man in the field. He would make a good president.

### Cabanne's Troubles.

L. D. Cabanne has had trouble enough this season to have turned some men's hair gray. It was all over the pronunciation of his name. Cabbie comes from one of the foremost families of St. Louis' aristocracy. His is a name seldom or never heard outside St. Louis and carries with it the French pronunciation thus: Cab-an-ay. Cabanne has constantly and repeatedly corrected the pronunciation of his name. In time this became tiresome. The man became very peppery on the subject. The original pronunciation was Că-băñ-ne. Others had it Că-băñ-ne. Still others had it Căb-anné and again it was Căb-ān-ne.

There were dozens, aye, a hundred others, but the climax came when, in the last days of the circuit, at Steubenville, the public announcements had it Ca-baum. Then Cabbie did feel sore. He declares he will apply to the Racing Board next season to race under Smith, Jones, Brown, or any name but one every one will mispronounce.

There are two other riders who may ask for permission to ride under another name. These are the Johnson brothers, of Cleveland, L. C. and E. C. So prominent is the name of J. S. Johnson that when the Cleveland Johnsons telegraph in their entries, the race-meet promoters seem to lay error at the door of the telegraph operator and enter J. S. Johnson instead of the Cleveland Johnsons. There has been the time when both entries those of L. C. and E. C., have been merged into one and J. S. Johnson's entry substituted. A young brother of the Cleveland Johnsons, J. S. Johnson, jumped into the professional ranks in disgust, after he had repeatedly entered in amateur races, properly filling out his entry blank, only to be placed on scratch, under the supposition that John S. Johnson was falsifying his entry blank.

### The Ordinary Record.

The veteran W. F. Murphy still holds the mile-paced record for the ordinary at 2:22. In a recent conversation Murphy said: "I do not think it is so much an improvement of wheels of late as of the men. Could I get the pacemaking nowadays that I received when I made my record of 2:22, I am very confident that with the improvement of the men alone I could do 2:10 or much better than that on the old high wheel. When you consider that the pneumatic tires are used nowadays and that running qualities of the wheels are greatly improved, and added to all this the high gearing made possible by the use of the safety, to my mind a performance of 2:10 would be almost equivalent to the record times of today."

### Miss Willard Will Write a Book on Cycling.

Miss Frances E. Willard, who has expressed herself so enthusiastically in favor of the bicycle that she uses daily, is now engaged in writing a book on cycling.

Geo. W. Wolfe will be a competitor in the 24-hour race at Madison Square Garden Thanksgiving week. During the past week he has been searching for the \$500 that is said to have been put up by the Denver-Chicago eighteen-day champion for a Chicago-to-New York race. Wolfe is willing to start to New York again at any time, in rain or snow, in competition with Gause. Wolfe will go for all long-distance road marks next year.

"Brother-in-law" Joe McDermott is hot after bicycle thieves. Through his persistent efforts five of the six wheels stolen in Monmouth County, N. J., in the last six months have been recovered and the thieves indicted.





MISS HOPKINS  
THANKFUL THERE ARE  
SOME MEN LEFT



THE CRACK-A-JACK-  
THANKFUL THE RACING  
SEASON'S OVER



"ZIMMY"  
THANKFUL THAT  
HE'S THE KING



THE WEST-  
THANKFUL  
SHE WILL HAVE  
A SHOW



Charles Fox  
(THANKFUL IM ALIVE)

THEY'RE  
AFTER  
ME



THE CYCLIST  
THANKFUL FOR  
THE GOOD ROADS  
IN SIGHT



THE  
TRADE-  
THANKFUL FOR  
THE BEARINGS



SANTÉE  
THANKFUL THE SNOW  
WASN'T DEEPER



JOHNNY-  
THANKFUL HE HAS TOMECK



## MEXICO IS PROGRESSIVE.

**F. H. Tuttle has a Good Time There—The Mexicans are Royal Entertainers and Enjoy Cycling.**

Reports by F. Howard Tuttle, the energetic member of the traveling force of E. C. Stearns & Co., who reached Chicago last week from Mexico, are very flattering regarding the outlook for cycle business in that country, even though wheels do bring such prices as \$280 and \$285. At these prices only the very best class can afford to buy wheels, and Mexican pioneer riders will some day realize, as have the veterans of the sport in America, that in the days when every Tom, Dick, and Harry can not buy a wheel because of the price, the greatest enjoyment can be gained from the wheel. The sport is cleaner and higher in grade when prices are away up.



F. H. TUTTLE

Mr. Tuttle spent three delightful weeks among the Mexicans, attending race meets, taking long rides on the roads, becoming acquainted, as few others but Tuttle can, and incidentally placing one of the largest orders ever taken out of Mexico. His experience was as like to that of his old chum, E. C. Bode, of the Sterling Cycle Works, as are two peas in a pod. Bode was in Mexico last year at this time, and his customer, gained on that

trip, came to Chicago this year after his goods.

Tuttle secured an order for 100 machines from Senor Hilario Meenen, of the City of Mexico, who takes the agency for the entire republic. Tuttle was wined and dined, treated like an English lord, and was made an honorary member of the Cyclists' Union Club, of the City of Mexico. He carries with him a certificate to that effect, a half-yard long, and printed in Spanish. While in Mexico Tuttle visited three of the larger cities, San Luis Potosi, Puebla, and the City of Mexico. He describes Mexican railroad traveling as being equal in comfort to that of American. Says that an American does not have to speak Spanish to get along, as the railroad employees are American, and every hotel clerk speaks several languages.

### Are a Pleasure-Loving Lot.

In the City of Mexico he was taken in charge by Senores George Reed and Frederico Trigueros, well-known gentlemen, who made everything very agreeable. "Mexico has one of the most agreeable class of people one



A Mexican club run.

wants to meet," said Tuttle, "and besides taking away a large order I had a very agreeable trip. They are an enthusiastic people, and have much leisure to enjoy themselves. Why, in the City of Mexico, they close up their stores at 12 o'clock noon, and do not open until 2 o'clock in the afternoon, going home for a nap, I suppose. Now that the better class has gone into cycling so enthusiastically, we shall see many thousands of American wheels in that country. Heretofore the English Humber has been brought into that country in great numbers, probably 200 being imported last year. American wheels that have been sent there, at least a large proportion, have been old models. The Mexicans are now deep readers of the cycling papers of this country and are better posted. THE BEARINGS I found

everywhere. They know a good thing now when they see it and will only buy the latest style of wheels and tires."

"Did you see any racing there?"

"There was a first-class race meet at Puebla, a two days' meet, run in first class style, with splendid races. Down in Mexico races are run 15 minutes apart. The prizes were gold medals of good value, heavy and finely engraved. The first day there was an attendance of 35,000, the second day of over 5,000."

"Are the Mexicans speedy riders?"

### Have Several Fast Men.

"They have several riders in that country that, if properly trained for riding and for head work, would make the equals of many in this country. I saw a mile match race at Puebla between Senores Luis Brauer and Rene Sarre and they rode in 2:18, sprinting the entire last half mile. We measured the distance. It was six feet over the mile. Afterward Colombes, the Puebla champion, beat Sarre and later on Senor Brauer beat both Colombes and Sarre. These are the cracks of Mexico."

"Is there any league, union, or other organization in Mexico to control cycling?"

"No; all the riders are amateurs, pure and simple, and ride under no particular rules."

"Puebla has a square track with four finely banked corners. The surface is all right and very fast. The course is a kilometer in circumference."

"Mexico City is now building a three-lap track that will be as fast as any in the world and that city will soon center all the racing interests of Mexico."

"Did you find good roads?"

"Yes, I journeyed over many miles of natural roads as good as boulevards, through grand scenery and past old buildings standing since the times before the conquest. I found some dusty roads, but these were few."

"Are there lady riders in Mexico?"

"Plenty of them and all are very strong riders. They ride great distances and think little of it. I am very much pleased with my visit. The outlook for business is excellent. But it is a devilish long way there. I was six days and nights on the road from Mexico City."

Tuttle has been out on the present trip since July 17, when he left Syracuse. He visited agents in New York, Ohio, and Indiana, and was present at the Chicago meet. Visiting St. Louis, Kansas City, and Omaha, he reached Denver for the League meet. Salt Lake, Frisco, Portland, Ore., and Los Angeles were visited, and he returned to Denver, going from there to Mexico.

Tuttle has appointed traveling men, and it is said divided the country into districts, wherein a representative will look after all business, supply agents and save a vast deal of work that ordinarily goes to the factory, and thus causes a waste of valuable time.

## ST. LOUIS' ORDINARY RUN.

ST. LOUIS, Nov. 19.—The members of the ancient riders of the G. O. O. held their second annual ordinary run yesterday, and it proved to be a very enjoyable occasion. Thirteen riders participated in the run and proved that they were past masters in the art by reaching Clayton (twelve miles out) for dinner without any serious difficulty. The route lay through Forest Park, going up "Nigger Hill." Bob Laing, Bert Harding, W. J. Cox, and H. G. Wolzendorf were the only ones who climbed the hill, but it was in miserable shape, being covered with fresh gravel from bottom to top. On this hill Gus Loeffel took the only header of the day, going down the hill to make a second attempt at climbing it. The trip out was quiet, as every one was attending strictly to business and had his hands too full for any nonsense. Dinner was had at Clayton, after which the annual meeting was held. E. N. Sanders was elected president and captain, and H. G. Wolzendorf was elected lieutenant and secretary. On the run there were four Columbias, three New Mails, two Victors, one National, one Star, and one Eagle, being of various sizes, from forty-eight to fifty inches, and in all kinds of conditions. The feature of the day was the riding of O. K. Bovard, who mounted an ordinary for the first time that morning and made the ride out and back with but one compulsory dismount.

The local record breakers were at work yesterday with more or less success. C. C. Hildebrand made all preparations to lower Harding's De Soto record, but punctures discouraged him and he quit at De Soto, being then outside of record.

W. G. Corfe was more successful in gaining the Manchester road record from Ballwin to the "pump" at Forest Park. The distance is about seventeen miles, and the previous record was 1:03:36, held by W. P. Laing. Corfe lowered it to 53:03½.

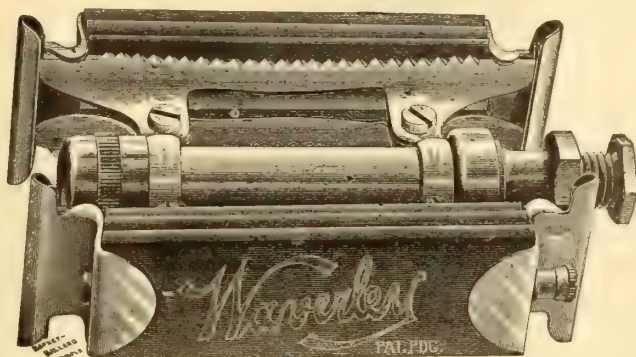
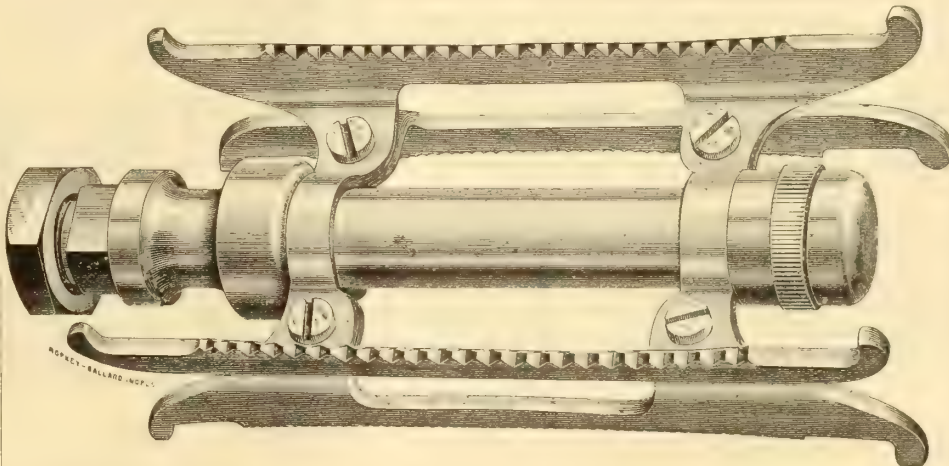
ST. LOUIS, Mo., Nov. 16.—Yesterday Ed Grath succeeded in lowering J. A. Weaver's round trip De Soto record, covering the ninety-four miles in 8:13:00, a drop of 47 minutes. The day was bright and warm, but a perfect hurricane was blowing from the south. He left the St. Louis Cycling Clubhouse at 8:20, and reached De Soto at 12:25, being 4 hours and 5 minutes out. This time is slow, on account of the head wind he had to contend with. He made the trip back in 4 hours and 8 minutes, stopping at Mattese 15 minutes for dinner. He was paced part way down by W. J. Cox, who waited and paced him back up from Mattese. Grath's ride was a fine one and proves conclusively that Cabanne was wise in declining to try conclusions with him over that course. His mount was an Eagle fitted with Palmer tires.



# Pedals Fit For Any Feet

Every man, woman, and child, who buys, sells, trades, or is in any way interested in the use of the bicycle, has in the past had probably the same trouble in being UNABLE to buy, beg, or steal a pair of pedals that were perfectly satisfactory in every particular. We have tried every make in a vain attempt to find a thoroughly reliable high-grade pedal that was at once light weight, neat, and generally attractive, while still possessing the necessary strength and light running qualities. Having failed in all attempts to buy what we wanted, we concluded to build for our own use only; but no sooner did we show our product than we were besieged with applications to furnish other manufacturers, and some good orders being offered, we accepted, and will now accept orders from any dealer in the world. We shall be happy to send a sample pair of these new pedals to any dealer or agent in the United States on approval at regular trade prices, and if they do not come up to our representation in all respects, they may be sent back and we will pay return charges.

Here it is,  
full size.  
Weight,  
12 1-2  
ounces  
per pair.



AS A COMBINATION WITH RUBBER ATTACHMENT.

## LIST PRICES:

Rat-Trap, per pair, . . . \$4.00  
Combination, per pair . . 5.00

Send in your order for a sample pair;  
see what they are, and then order  
them on all your wheels  
for 1895.

Manufacturers, please order from Roger B. McMullen & Co., 139 Lake St., Chicago.

## INDIANA BICYCLE CO., INDIANAPOLIS, IND., U. S. A.



P. F. Huff, of Jacksonville, Fla., the composer of the "Am-Hu" waltz, has dedicated it to the League of American Wheelmen



PALMER

PALMER

# PALMER TIRES

TOOK TWICE AS MANY PRIZES ON THE RACING  
CIRCUIT AS ALL OTHER MAKES TOGETHER.

THE FABRIC IS THE TIRE--

and that in our racing tire is the same as is used in our full line, and the same as used in  
the first tires sold by us.

OFTEN IMITATED---NEVER EQUALED.

## JOHNSON'S RECORD SMASHED

November 9th, by W. H. Penseyres, at Buffalo,

1-2 mile in  $46\frac{2}{5}$  seconds.

A REMINDER---PALMERS HOLD IT---

One mile standing start paced. Bliss at Birmingham, December 1893, 1:54 4-5—PALMERS.

Tyler at Waltham, October 1894, 1:57 3-5—PALMERS.

It takes a **FAST** tire to get away quickly.

It fairly jumps with a good push. Did you ever try it?

The Palmer Pneumatic Tire Co., Chicago, Ill.

COLUMBIA RUBBER WORKS CO.

65 Reade Street, New York  
and 159 Lake Street, Chicago.

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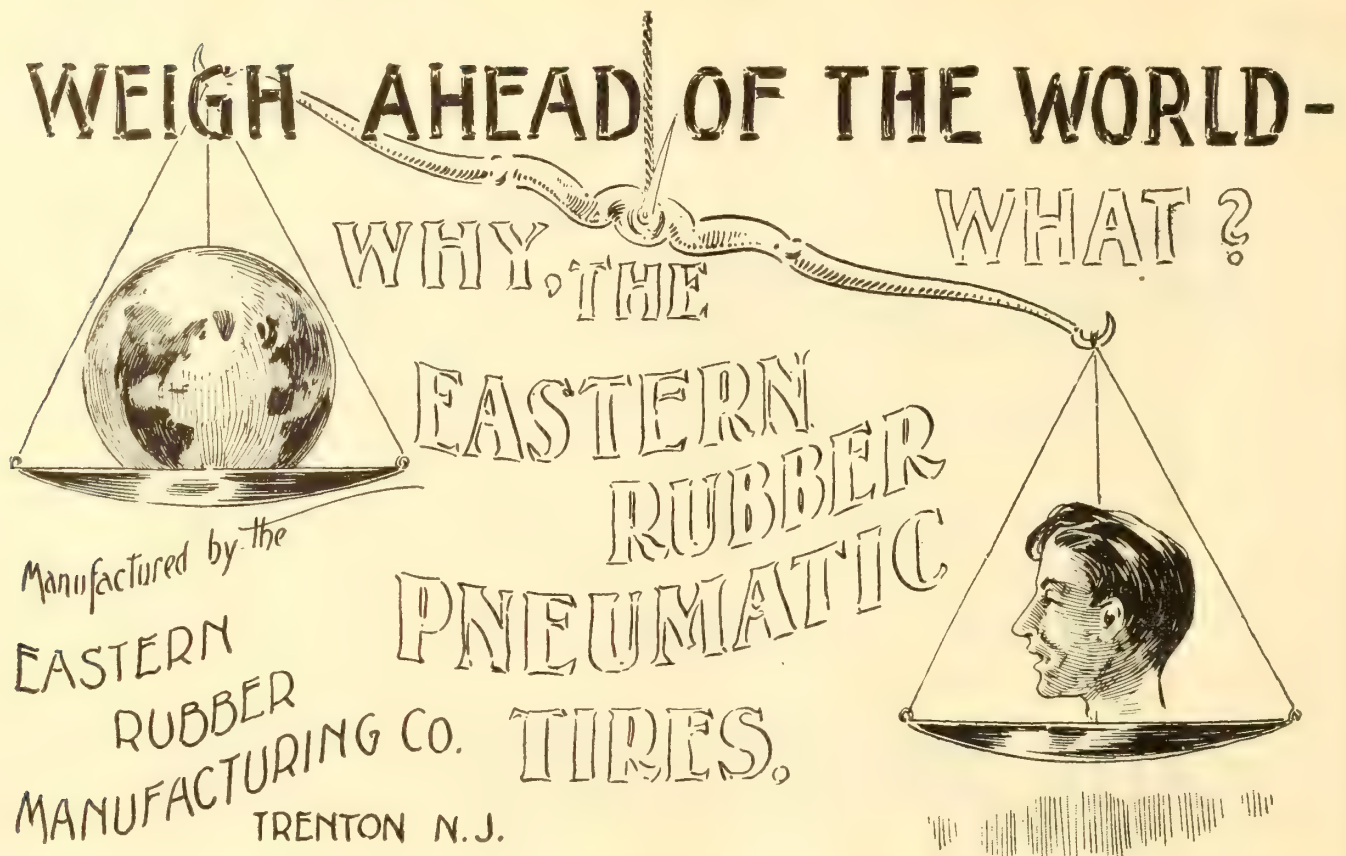
**WEIGH AHEAD OF THE WORLD -**

**WHY, THE**

**WHAT ?**

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Manufactured by the  
**EASTERN RUBBER MANUFACTURING CO.**  
TRENTON N. J.



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These simple, practical, and durable tires are selling like hot cakes. They are novel, and as one large manufacturer of bicycles said today, that they were constructed on the first and simplest mechanical principle that he learned at school and that perfection had been attained. Nothing like it for novelty and practicability.

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We are continually receiving voluntary letters from riders and manufacturers extolling the good merits of our tires. For cemented tires it is the acme of perfection. It is light, resilient, and strong.

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How many dealers have received the circular letters which have been ground out by a certain tire manufacturing company, containing the commanding sentences, "You must," "you shall," "we will," "we won't?" They have disregarded all business courtesy, and do not send letters of this nature to large manufacturers, but humble and try to intimidate the smaller buyer and insult his intelligence.

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**EASTERN RUBBER MFG. CO.,**

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Mention The Bearings



## AMERICA'S 2-MINUTE MEN.

There are fourteen American riders who have traveled under 2 minutes. Six of these have gone in 1:52% or better, only two under 1:51 and one under 1:50. This does not include Johnson's straightaway road record. All are on circular tracks. One is a professional—Zimmerman—two were Class A at the time the rides were made (Allen, now Class B, and Porter, still Class A). Ten are makers'amateurs. Tyler's 1:48% heads the list, Ziegler's 1:50 follows, Johnson's 1:50%, and Dirnberger's 1:51 (horse paced) comes next, Bliss, 1:52%, is fourth, Porter's Class A record is also 1:52%. Brown has a record of 1:56, Windle's old record is 1:56%. Bald has ridden in 1:57, Jimmy's 1:57% is the fastest time ever made on a foreign track. Allen (Class A) rode in 1:58% and Conn Baker, of Columbus, rode in 1:59. E. C. Johnson got a mark of 1:59% at Steubenville.

A good story is told on Herbert Githens, who, with Lumsden as a running mate, has been doing tandem pacing for Bliss in his season's record rides. Githens is a good racing man, and has many good performances to his credit. Now Githens wanted a record, and after pestering Trainer Shafer for permission, finally gained his object. The tandem teams were sent out to warm up and Githens started. He hung all right for the first third, the tandem going easy. When he had hooked to the second machine, the signal was given and the tandem sprinted and left Herbie. Githens persevered though, and gained permission to try again. This time he hung on for two-thirds. The tandem finished the mile in 1:57.

It's not half as easy as it looks. Githens has ridden, however, with Lumsden, two tandem miles in one day in 1:57.

Records give the following tandem teams who have beaten 2 minutes on the track. Porter and Haggarty hold the record at 1:52%, the same time as Porter's single mile and Class A record. Titus and Cabanne have ridden in 1:52%, the former record. Gardiner and Bainbridge did 1:53% in a time trial, and Githens and Lumsden, 1:55. When these figures are compared to 2:00%, the English record, America's supremacy at short-distance work is easily seen.

## CHICAGO CLUB NEWS.

Smoking concerts are gaining in popularity with the various Chicago clubs. Last Saturday evening the Chicago Cycling Club gave a very successful stag entertainment. Over 200 were present in the club's pretty hall. The programme consisted of musical and athletic numbers. Mr. Lawson, of the *Referee*, was repeatedly encored. Mr. Lawson is a teacher of singing and a member of the club. Miss L. A. Bulletin made her debut in the person of Robert B. Abbott, who was dressed in full evening dress of white silk and golden locks, and as a female impersonator Mr. Abbott and Mr. Abbott's voice scored a distinct success. Several sparring bouts, under the management of "Jack" Holland, were brought off, Mr. Holland taking part in one himself. All participants were club members.

On the same evening over 300 of the members of the Illinois Cycling Club packed the club's home at 1068 Washington Boulevard. It was an exciting evening, for there was a clean knock out in one of the sparring matches, a chance blow flooring one of the contestants. Joe Choyinski took a prominent part in the sparring. W. G. Gaston gave a number of specialties; there were musical selections, bag punching, and several sparring bouts. So successful have these athletic and other entertainments been at the Illinois club that only members showing membership cards are now admitted.

## Levy Wins Two Mexican Races.

Reports from Guadalajara, Mexico, are to the effect that the volcano of Colinia has been in active eruption of late. The inhabitants are terror stricken, the crops are ruined, and burning lava is pouring down on the plain. Levy, the Chicagoan, is in Guadalajara. Singular as it may seem, when Levy reached San Luis Potosi there was a violent earthquake, and as he has but recently reached Guadalajara there may be some connection.

Letters from Levy are received frequently by his Chicago friends. He competed in his first race meet at San Luis Potosi on November 6, and with Senor Pomeroy was the only outside rider, the prizes being ribbons, pinned onto the victors by pretty girls. The governor and his staff and two military bands were present, with over 3,000 people. The track was good, and the grand stands were of a very substantial sort, being made of stone. This is explained by the fact that there is very little wood in the country.

Levy says that there was great enthusiasm displayed when he would drop back a hundred yards for the finish and then win "by a nose." He declares that Mexico is the greatest country in the world, and that only force will bring him back to Chicago. He is contented, and is seeing the entire country.

## Road Records Accepted.

The following road records have been allowed by the Century Road Club of America: W. L. Steimal, Buffalo-Dunkirk century course, 7:07:00, June 26, course record. B. G. Goble, 100 miles, 6:51:02, September 29, Pennsylvania state record. W. L. Steimal, 200 miles, 13:21:15, September 30, American record. Monte Scott, five miles, 12:55, October 12, New Jersey state record. Monte Scott, ten miles, 26:07%, October 12, American record. Monte Scott, fifteen miles, 39:30%, October 12, American record. Monte Scott, twenty miles, 52:51, October 12, American record. Monte Scott, twenty-five miles, 1:05:21%, October 12, American record. R. P. Searle, 100 miles, 5:35:00, October 13, American record. R. P. Searle, 200

miles, 2:44:45, October 13, American record. C. E. Gause, twenty miles, 59:36, October 16, Maryland state record. T. T. Mack, 200 miles, 13:10:40, October 19, New York state record. J. T. Graves, ten miles, 28:17%, October 19, Ohio state record. A. Winton and F. J. Baird, ten miles, 27:05%, October 19, Ohio state tandem record. F. C. List, Syracuse-Utica century course, 7:30:00, October 23, course record.

## HARDING REGAINS HIS OWN.

ST. LOUIS, MO., Nov. 17.—Ed Grath's new round trip De Soto record did not last long, for yesterday Bert Harding girded up his loins and sallied forth, intent on going Grath one better. In this he was successful, and the record from St. Louis to De Soto was lowered from 3:33:00 to 3:05:00, and the round trip from 8:13:00 to 8:03:00. The day was not as fine as Grath had, as it rained and sleeted all afternoon and a cold north wind was blowing, but Harding did not have the terrific south wind to battle with that Grath had. On the up trip he had an accident which interfered with him badly, otherwise the record would have been under 8 hours considerably. As he was coasting Roger's Hill, just before reaching Bulltown, his chain caught on the pedal nut, and twisted the frame. He knew that at Maxeville, which was eight miles farther, if not before, he would find Aleck Fox and J. A. Weaver; so he ran, trundling his machine, up hill and down, through the sleet to Maxeville, which he reached in an hour. Mounting Fox's wheel he kept right on. At Mattese he was met by Jack and Dave Coburn, mounted on a tandem, and they paced him the balance of the way. Ed Grath and C. C. Hildebrandt will not rest easy until they have had a whirl at Harding's record, for both think themselves capable of doing better than 8 hours.

## THE FOREIGNERS ARRIVE.

NEW YORK, Nov. 19.—Willis B. Troy and his European racers arrived yesterday morning on the steamer "New York" from Southampton. The party left England on November 10, and experienced a very severe passage en voyage, Alex Verheyen, the German representative, being the only one to escape sea sickness. In the party besides Troy were A. C. Edwards, England's champion; Alex Verheyen, of Germany, generally known as the "German Apollo of Cycling"; Lucien Lesna, who will uphold the racing laurels of France during the races at Madison Square Garden; Luigi Colombo, one of Italy's speediest men; Adrien Guerry, the first man in Europe to ride a mile under 2 minutes, and Austin Crooks—"Crooksy, old boy," the American—hailing from Buffalo, N. Y., and "mighty glad to get back." With the exception of Manager Troy, the men went immediately to the Ashland House, Twenty-fourth Street and Fourth Avenue, conveniently located to the Garden. Today the men are all training in Central Park. The weather is bitterly cold, and Edwards, along with Verheyen are contemplating a trip to Springfield to put on the finishing touches for their week's work. Alex Verheyen is undoubtedly in the best form of any of the men. Edwards, the Englishman, is favorably impressed with America, this being the ninth country in which he will have raced.

## HOPKINS' FUND STILL GROWING.

The wheelmen are making a new record. The way they have responded to the appeal for aid for Miss Hopkins has shown the public that almost every bicycle rider has a regular Zimmerman heart—something out of the ordinary run in regard to size. At the present time the large sum of \$513.85 has been raised, and the money still continues to come in by every mail. The subscriptions the past week are as follows:

Previously reported	\$347.95	Gormully & Jeffery, Chicago	25.00
Pittsburg Press, Pittsburg, Pa.	25.00	Cash, "Rake-off"	.15
McKeesport Cyclers	9.25	James Cranshaw, Jr., Detroit, Mich.	1.00
Beaver Valley Cyclers	5.00	Edwin S. McBurney, Delavan, Wis.	1.00
L. N. Nemon	5.00	Ed C. Stoddard, New Orleans, La.	.50
Avon Cycle Club, Easton, Md.	13.50	Overman Wheel Co. employees, Denver branch, 25 cents each	5.00
Sterling Cycle Works, Chicago	25.00	A. J. Davies, C. F. Edmond,	
Ellison Warren, Earlville, Ill.	2.00	C. L. Winters, S. G. Pollard,	
Crescent Wheelmen, Cincinnati, Ohio	10.00	C. A. Kiness, J. H. Naylor,	
"Red," Brooklyn, N. Y.	.50	C. B. Obercrombie, A. S. McCoenise,	
Lera M. Carroll, Springfield, Mass.	6.00	C. S. Price, H. S. Hale,	
Springfield Ladies' Cycle Club	5.00	Walter W. White, A. B. Hubbard,	
Chas. P. Heermance, Claverack, N.Y.	5.00	H. W. Taylor, W. W. Darling,	
G. E. Homer, Warren, Pa.	.50	H. P. Feldman, W. P. Long,	
Ross Kellogg, Portage, Wis.	1.00	C. A. Hilton, P. E. Thomas,	
V. F. Cole, Des Moines, Iowa	1.00	W. E. Miles.	
P. S. Coombs, Pittsburg, Pa.	1.00		
Chicago Cycling Club "Smoker"	23.50		
Total	\$513.85		

## Prince Wells and Family Poisoned.

Prince Wells, the leading cycle dealer of Louisville, his wife, baby, and servants were poisoned at Louisville last Monday. The family had eaten cream puffs at dinner. Mr. Wells went to his office after dinner, and an hour later became very ill. He was conveyed to his home, and found the house quiet. Surprised at this he went upstairs, intending to lie down, and found his wife in bed almost too sick to move. Two servants were also violently ill. Dr. Monroe was called and pronounced it poison. The doctor stayed until 4 o'clock in the morning, when the family was pronounced out of danger. Mr. Wells was the least affected, and is able to be about again. The cream in the puffs was cooked in a copper vessel and allowed to stand.

L. J. Berger has resigned the editorship of *Cycling Life* to manage Morgan & Wright's bureau of publicity and promotion. Walter Wardrop will fill the vacancy on the staff of *Cycling Life*.



## A CAUSE CELEBRE.

BY PRESIDENT BATES.

The village was the new county town of a new Michigan county, a backwoods settlement of about 500 population. It was an agricultural county. Most of the people were native Americans, temperate, industrious, and moral. The village had no manufactures except small shops for local needs; no commerce except three or four general country stores; no railroad nor telegraph, and very little news in its small weekly paper. Crimes were unknown; any sort of law-breaking rare. There was no gossip, no scandal, no hustle, no "life." To transient visitors from the busy world it seemed a place where it was "Sunday every day," barring that everybody was quietly at work.

Nevertheless the village sometimes had events. Being infrequent they were made the most of. Therefore a sensation that was almost an excitement spread over the village and out into the surrounding country, like ripples in a still pool when stirred by the "chug" of a diving frog, when it became known that Didimus Dilworthy had caused the arrest of Jefferson Strong (commonly called Strong Jeff), charging him with aggravated assault and battery, and of course the trial was to be held before Squire Blossom. Didimus Dilworthy was generally esteemed the meanest cuss in the settlement. He was a lank, foxy, medium-sized, miserly money-getter. Strong Jeff was a powerful, active, good-natured athlete, the champion wrestler, boxer, baseball player, and bicycle rider of the town, and a popular favorite. That Didimus deserved a licking on general principles was universally conceded, but it was a surprise that inoffensive Strong Jeff had taken the job.

In such a community the facts were all known in advance of the trial, and public enthusiasm was immense when it was known that Strong Jeff caught Diddy (Didimus) whaling that little orphan chore-boy of his, and so Jeff sailed in and whaled Diddy most out of his boots.

The complaint—drawn by the 'prentice hand of Job Slemmer, law student under Washington P. Dunn, prosecuting attorney for the county—charged Jeff in effect, with having beaten, pounded, mauled, bruised, lacerated, striped, and wounded the complainant with a cruel and dangerous weapon, namely, a large rawhide team whip, commonly called a blacksnake; likewise with his fists, his boots, clubs, bludgeons, etc., with excessive fury and malignant cruelty, being instigated thereto by the devil; whereby the peace and dignity of the state of Michigan were audaciously outraged; and this without provocation or cause given. Job Slemmer boldly announced that this was going to be "the causey Slabber of Blank County, and don't you forget it." (Job evolved his ideas of French pronunciation from a fellow who had been a sailor on a ship that was once quarantined a whole month in the port of Marseilles—modified by a French Canadian raftsmen.) It was also reported that the entire bar (three lawyers and four law students) had volunteered in the case, and Squire Blossom had said it was going to be the juiciest thing he ever tried.

Squire Blossom was a large, large-hearted, dignified legal wag. He settled neighborly quarrels when he could, discouraged litigation, and extracted from such cases as had to be tried all the fun it was possible to get out of them consistent with the dignity of justice.

Puffed by these reports Didimus Dilworthy visibly swelled with an idea of the important figure he was about to cut, while big Jeff shrunk with dread of the unknown severities of the violated law. Big Jeff had private reasons for dreading his trial. He was the avowed lover of Sue Slemmer, sister of Job, a plump and rosy beauty, but ambitious, like all her family. Her brother Job was to be a lawyer; her father had aspirations for the legislature; she was herself already the acknowledged leader among the young people of her circle. She objected to her lover's idle ways, and often said:

"Now quit teasing, Jeff. It's because you don't ever try to be anybody or to do anything."

"Don't do anything? Why, ben't I the all-round champ athletic of this section? Who's talked about more'n me? Didn't I win the bike races in three different counties at their county fairs? Ain't I goin' to win that diamond ring they're goin' to put up next month for your 'gagement ring—if you'll wear it for me?"

"Oh, Jeff!" (blushing prettily, and squeezing his arm) "you're just as good to me as you can be—that I will say. But what I mean is you don't seem to have any public ambition. Here you be, well-to-do as anybody in the village, and likely to be rich if you choose to 'tend to business; and with your advantages you might get most any office in the county, if you'd only try. I couldn't be contented with a man that'd settle down, humdrum, and hadn't ever done anything more'n to beat the boys in games and such. What sort of a mark is my man goin' to make among men? that's what I want to know."

This sort of talk made big Jeff tired. It discouraged his suit. If Sue hesitated before she might throw him over now that he was disgraced by an arrest for assault and battery. He dared not venture to see her, lest she should dismiss him at once. Perhaps he might still be saved if he could manage to give her time for this scandal to die out. So he carefully avoided meeting her. When she shot lightly along the street, erect and lovely, upon her natty wheel, he dodged out of view, and sighed to see her pass. No more swift exhilarating runs by her side—the handsomest and happiest pair in the county. He went to the trial miserably blue and expectant of public disgrace.

The trial opened before the largest audience ever packed into the village hall. Delegations were present from the surrounding country, and

many were unable to gain admittance. Squire Blossom presided with portentous formal dignity. He was seated behind a painted pine washstand, upon which lay a copy of the statutes of Michigan, open at the chapter of misdemeanors, with the copy of the complaint, a quire of legal-cap paper, and pen and ink. The bar was arranged before three kitchen tables, set end to end, strewn with law books and papers. The crowd was fenced off with a row of boards supported upon empty barrels. On the right, within the inclosure, sat the accused, big Jeff, looking exceedingly anxious, with the village constable behind him. Upon the left was the complainant, Dilworthy, maliciously smirking. Before this awful array poor Jeff was made to stand trembling, while Job Slemmer twanged through the formal phrases of the complaint, when Jeff was required to plead, guilty or not guilty.

"I ain't going to deny," began Jeff, "but what I lammed the complainant pretty considerable, but 'tweren't half what he deserved. You'd oughter heered him screech, Squire! To look at the critter you wouldn't think he could carry around such a voice. And, my to goodness! how he did squirm! For a chap of his age he's the limberest —"

Here one of the lawyers interposed, whispering instructions into Jeff's right ear.

"Not guilty, your honor," said Jeff.

Asked how he elected to be tried, Jeff being again whispered to by Lawyer Justus C. Judkins answered:

"Wal, Squire, I ain't one as goes to put the county to the expense of a jury. The court's good enough for me any day, seeing it's you, Squire. If I hadn't known you always did the right thing between neighbors I shouldn't ha' voted for you last election."

By this Jeff secured general applause that the court had to check. It was understood that Dilworthy, with his usual meanness, had put the taxpayers to the cost of this criminal trial with intent to sue Jeff in a civil case for damages if the criminal trial, at the public expense, should give him hope of success in the civil case at his own expense. Being asked if he had counsel, Jeff answered "no," also he declined the offer of the court to appoint counsel for him at the public cost, again winning applause from the taxpayers. But now Justus C. Judkins and two law students volunteered to defend the accused free of cost, and Washington P. Dunn and two other law students volunteered on behalf of the people. This arrangement had been previously agreed upon with Squire Blossom, with a secret design to make the trial "interesting." Counsel on both sides before such an audience expended a vast deal of legal learning and acumen in making "points" and objecting to testimony; but always with the result of bringing out everything ridiculous or sensational.

Dilworthy, being sworn, was compelled to relate the most absurd minutia of the assault. According to his story, Jeff Strong enticed him out into the road in front of his own house, and suddenly, without provocation or warning, fell upon him and lashed him unmercifully with a huge "blacksnake" team whip. Both were in their shirt sleeves. He tried to get away, but Jeff seized and held him by the wrist, hair, waistband, etc., and jerked him back and flung him violently about, all the while plying the great whip furiously. Witness was made to describe and repeat various of his writhings and efforts to get loose, greatly to the amusement of the crowd; also to exhibit sundry welts, streaks, and lacerations upon his person, which his counsel eloquently expatiated upon as indisputable evidences of the cruelty and violence of the assault. But when witness was required to repeat for the further information of the court some of the most agonizing of the screams that he swore he had given vent to, naturally his imitation was to the last degree feeble and mirth-provoking, and elicited roars of laughter that the court repressed with a great show of offended dignity.

The next witness was Obediah Stubbs, a brawny teamster, and Jeff Strong's special crony. Obediah was with Jeff when the affray occurred, and sat passive on his wagon during the fracas, interjecting encouraging remarks to both parties as the exigencies of the quarrel seemed to require. Obediah was a wag after the squire's own heart, cool, shy, sober-visaged, fertile. His testimony corroborated that of the complainant, bringing out still more absurdly the ludicrous points. There was one stroke of the "blacksnake" that Dilworthy particularly complained of, his counsel insisting that it showed deliberate and most damnable malice. Jeff had leaped back from his writhing and yelling victim, to get the right distance for his whip, so that the stroke "fairly smoked," as Obediah described it, "with the dust from complainant's trowser legs." Witness was asked to show the court how it was done. After a great apparent wrangle of counsel, Dilworthy was made to stand while witness with the "blacksnake" imitated defendant's motions. The parties being satisfactorily placed, after more eloquent wrangling, lawyer Dunn, counsel for the people, ordered:

"Now, witness, show the court exactly how the defendant struck that most cruel, malicious, and atrocious blow. Imitate defendant's motions as nearly as you can."

"Don't know as I can," objected Obediah, slowly drawing the whip through his left hand. "You see the complainant was kinder squatted a leetle when Jeff hit him."

"Witness," interposed the court, "do as counsel desires, as nearly as you can—that's all that is required."

"Wal, Squire, seeing the court orders it, defendant Strong jumped back this way, swung the blacksnake about like this, and brought her round, ker-swish, like this" (delivering a terrible lash upon the unsuspecting Dilworthy, who jumped, writhed, and vented a shrill yell of dismay and anguish); "and," coolly continued the witness, "complainant guv a shriek exactly like that."



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The entire audience broke out in an irresistible uproar of laughter. It was several minutes before the court and constable could restore anything like order, the more because Dilworthy danced about, rubbing his injured parts with one hand, while he shook his other fist at Obediah (who stood as impassive as a wooden image), volubly threatening all sorts of legal vengeance. The court and bar simply looked solemnly astonished. As soon as the Squire could be heard, he gravely remarked:

"The witness misunderstood the order of the court. He was to merely imitate the motions of the accused, not to commit an actual assault."

"Wal, Squire, apologized Obediah, 'I did imitate 'em as natural as I know how; and claimant Dilworthy, he imitated *his* motions the most natural I ever saw in my life."

This set off the crowd in another roar. When this was subdued the court had to threaten Dilworthy with a fine of 10 shillings for contempt before he could be reduced to order.

The defense set up extreme and irresistible provocation—"a provocation," said the eloquent Juddins, "that was based upon, and provoked the noblest and holiest feelings of human nature, that divine and compassionate indignation that impels heroic strength to defend and avenge the outraged helplessness against an oppressor and tyrant," etc., at much length, in a speech that was long quoted as "the touchingest ever heard in any trial in Blank County."

The testimony developed these facts:

Didimus Dilworthy had taken an orphan boy from a distant poorhouse. This boy was now about fifteen years of age, but seemed only thirteen, being small. The lad was honest, industrious, and faithful, but dull of mind. Dilworthy worked the child to the limit of his endurance, did not send him to school as required by law, never gave him a holiday from work, fed him as well as the rest of the family (which was coarsely), clothed him scantily in such worn raiment as Mrs. Dilworthy chose to make over, and whipped and scolded him continually, taking care only not to impair his capacity for toil by too great severity of punishment. Mrs. Dilworthy was one of those wornout, peevish women, whom nothing can please. Her perpetual fault-finding irritated Didimus to more frequent punishments of the boy. Poor, hopeless, helpless child! He was not so dull but that he grieved under a continual sense of incurable wrong. His present was a perpetual weariness and torment, his future dark with hopelessness. The distant glimmer of a free manhood was far off!

The whole village pitied this boy—pitied but did not help him. To compel Dilworthy to send him to school, as the law requires, would cost the taxpayers some expense for legal proceedings. To take him from his tyrant would cost still more. Besides nobody wanted such a boy. Nobody except Dilworthy could make the boy pay his cost. This was such a small dull boy. Dilworthy, to be sure, made him earn about half a man's wages; but that was by making a slave of him. He was not strong enough nor bright enough to ever be anything more than an ordinary laborer. The carpenter, the mason, the blacksmith, the wagon maker, all wanted and had bright and strong apprentices. Merchant, lawyer, doctor, and all business men had use for educated boys only.

On the afternoon of the assault little "Ben" (his name was Benjamin Duster) had been given a "stint"—to hoe a number of rows of potatoes in the garden—besides minding Tommy Dilworthy (a bad-tempered, ungovernable, malignant little imp of five years) while Mr. and Mrs. Dilworthy went shopping. Busy at his task of hoeing, Ben did not notice that Tommy was getting into mischief until the child screamed. There were three or four hencoops near the edge of the garden, each with a brood of newly hatched chickens. Tommy, well knowing how naughty he was, got an old barrel stave, crept up to one of these coops, and began smashing the chickens. He had killed five when, getting too near, the indignant mother hen stretched her neck between the bars and pecked one of his bare feet. Thereupon he dropped the murderous stave, and set up as dolorous and sustained a howl as if he was half murdered. Ben ran to him and wasted 10 minutes vainly trying to hush his obstinate clamor, which he kept going purposely to annoy Ben.

When the Dilworthys returned Tommy told lies to his mother about Ben. The boy's "stint" was not done. Then there was a loss of five chickens. Besides, both thought they had been cheated in their shopping, and had quarreled about it on the way home. Therefore poor Ben got a dismal switching. His tyrant used the buggy whip, leaving red wales on Ben's legs and arms, that his thin summer clothing but frailly protected.

While the poor little fellow was hurrying with all his small might, sob-

bing bitterly as he worked, to finish his stint so as to escape a threatened additional whipping, Jeff Strong came by, riding upon a dray with Obediah Stubbs. Jeff halted Stubbs, and made the child recite the story of his wrongs, while Obediah took the hoe and rapidly finished the potato patch. Then Jeff took Stubbs' whip, walked up in front of the house, and shouted: "Hello, the house! Dilworthy, hello!"

Thus summoned Dilworthy appeared at the door, and asked what was wanted.

"What do you ask for that lot on Slocum Street?" queried Jeff, after a moment's hesitation.

"Want to buy?" asked Dilworthy, getting interested.

"Maybe," returned Jeff, leaning lazily against the gate post, and smoothing out the great whip by drawing it through his left hand. "If it's a fair price, maybe I know of a customer."

Thus enticed Dilworthy went out into the road. That was a sad error. As soon as he came within reach Jeff grabbed him and gave him the severest thrashing ever recorded in the annals of the Blank County courts, concluding with the warning, as he chased the fleeing despot clear into the house, where Mrs. Dilworthy stood screaming.

"If I ever hear of your abusing that orphan boy again, I'll cut the skin clean off'n your stingy carcase!"

"There, now, ma'am, it's no use to scream any longer, I'll take him away, gravely said Obediah, linking an arm with the indignant Jeff, to lead him back to the wagon. "Lard, Mrs. Dilworthy; rub him all over with lard. It's the primest article to take down the welts there is in the whole pharmacopee." Leaving behind him this wholesome advice, Obediah marched Jeff back to the road, and the pair drove sedately away.

It is needless to follow the trial through all its amusing sensations. These were only spice to the solid good it wrought. It aroused public interest and quickened public conscience. What had been everybody's business, therefore nobody's—redressing the wrongs of a friendless orphan—was now done by the public authorities, backed by indignant public demand.

Jeff Strong was found guilty of assault and battery under a provocation that was almost justification, and fined 10 cents, without costs. Didimus Dilworthy was publicly and scathingly rebuked by Squire Blossom. Being threatened with prosecution for his cruelty to the boy, also for not sending the lad to school as required by the statute, Didimus gladly gave up his claim to the child. It being known that though dull of intellect, little Ben was particularly clever and kind with horses, Livery-Stable-Keeper Bigwell suddenly discovered that he needed just that sort of boy. Under the kind treatment of his new master, and being sent to school in companionship with other boys, little Ben slowly brightened until he developed into a young fellow of fair ordinary brains, while he retained the dog-like fidelity that made his service specially valuable, and will always insure him well-paid employment and the kindest regard of any employer with sense enough to appreciate the too rare virtue of diligent trustworthiness.

Big Jeff left the court-room, after being warmly congratulated and applauded by everybody, much relieved at finding himself approved of instead of condemned by public opinion, but still dismally apprehensive of Sue. Women might look at it differently from men. Mounting his bicycle he rode out of the village for a quiet think. Suddenly a rapid wheel rushed alongside with a great

flutter of raiment, and Susan rode beside him glowing with love and exercise.

"Oh, Jeff!"

"That was all she said, at first, but she said it in a way that comprehended everything—boundless affection, exulting pride, self-surrender, happiness. Long they sat upon the grass, with the two wheels leaned against the bank, while she explained her view of the case.

"It was so noble of you, Jeff, to take the orphan's part. Besides, pa says you're the most popular young man in the county. They'd elect you sheriff, whether you want it or not, pa says, if you were steadied down a little, and—and a—married man."

"Which I'm going to be. How soon, Sue?"

## THE STERLING GIRAFFE.

This huge machine was built by the Sterling Cycle Works, of Chicago, for advertising purposes. It is nine feet three inches high, weighs thirty-two pounds, and is fitted with twenty-eight-inch wheels. The wheel base is 43½ inches, and the steering head measures six feet. The wheel is now in Denver.



THE STERLING GIRAFFE.



# They Ride Imperials,



that's why they can now and then drop  
behind, and still come out victorious.

## "Imperial Wheels"

for '95 have all the old good points and several new ones. Send to find out about 'em.

**AMES & FROST COMPANY, Blackhawk St. & Cherry Ave., Chicago, Ill.**

MENTION THE BEARINGS

## Chicago Cycle Show

January 7 to 12, 1895.

TO DEALERS AND AGENTS, AND TO PROSPECTIVE  
DEALERS AND AGENTS, WE OFFER:

**REDUCED RAILROAD RATES** (a fare and a third from  
every part of the United States).

**REDUCED HOTEL RATES** at all the prominent hotels on  
both the American and European plans.

**FREE ADMISSION** to the show during the morning session  
when only those interested in the trade will be allowed  
in the buildings.

**THE GREATEST SHOW** of cycles, accessories, and parts  
ever in America. Practically all the makers, great and  
small, will exhibit.

Bicycles, tires, accessories and parts will be grouped as sep-  
arate exhibits.

In Battery D and Second Regiment  
Armories on Michigan Avenue,  
opposite Monroe Street.

**Admission 50 cents.**

**COME PREPARED TO DO BUSINESS.**

For further particulars address,  
**SECRETARY, The National Cycle Exhibition  
Company, Caxton Building, Chicago.**





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, NOVEMBER 23, 1894.

No. 12.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE. LET THE CHIPS FALL  
WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler  
agencies—so will the Fowler wheel.  
Direct all communications to The Hill Cycle Mfg. Co.,  
42-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

### A BUSINESS MAKER.

Under date of November 15, a central New York agent (not ours this year, but the Fowler is his leader next season) writes: "I like the way you advertise. It indicates that you're hustlers and up to date. Your advertisements give an agent confidence, and urges him to wide-awake and enterprising methods. I sold wheels last season, in competition with the Fowler. You know how anxious I've been to get it for my leader in '95. I watched it during the whole of the past season, and the nine wheels sold here will bring my orders to you for at least twenty-five to thirty. Is there any comment needed?"

### "READ IT ALWAYS,"

says Senator Morgan, editor "American Wheelman." "I never miss reading THE FOWLER TRUTH. It's all right."

## \$10.00 IN CASH

To any one sending us by December 10 a new phrase (which is acceptable to us) applicable to the Fowler bicycles, we will forward a check for \$10.00. Must not contain more than seven words and be after the style "press the button and we do the rest," "not how cheap, but how good," etc., etc.

Address, HILL CYCLE MFG. CO.,  
142-148 W. Washington St., Chicago.

## Yes, That's Right

"When road wheels from 16 to 18 pounds weight are used for heavy road work an entire season, excellent material, excellent workmanship, and above all, ability, must be the combination, and is."

—So says *The Bearings*, Nov. 16th.

To "The Bearings" we say, you're right, and as we happen to have a few letters on the subject—as to feather-weight Fowlers, we present them for consideration.

### Avery Planter Co., Nov. 17:

KANSAS CITY, MO., Nov. 17, '94.  
HILL CYCLE MFG. CO., Chicago, Ill.:

Gentlemen: Regarding King B racers, will say that our customers to whom we sold these machines are very well pleased. In one case in particular, we remember, we sold a King B racer to F. W. Conners, of Topeka, Kas., who used it as a road machine, and afterward sold it to another party **who weighs over 200 pounds.** This party, we are informed, rides the wheel at all times and over all kinds of roads, and has not had a breakage of any kind. Mr. Conners' weight is 190 pounds, and while he had the machine he used it in the same manner, for all-round road work.

We think this speaks well for the strength of a machine whose scale weight is **18 pounds.**

Yours truly,

AVERY PLANTER CO.

### J. A. Johnston, Nov. 17:

PITTSBURG, PA., Nov. 17, '94.  
HILL CYCLE MFG. CO.:

Gentlemen: I desire to say that the King B racers which we have had this year have been tested about as severely as any wheel we have sold.

We find, on looking up the matter, that Goble did about all his riding on a King B, and never had a break-down of any kind. Also the other riders to whom we sold these wheels, including two others who rode them in the 100-mile road race, have had equally as good satisfaction. I believe the machine is amply strong **for all kinds of riding.** Yours very truly,

J. A. JOHNSTON.

## Agents' Only Column.

### F. E. Low, Steubenville, Ohio:

STEUBENVILLE, OHIO, Nov. 17, '94.  
HILL CYCLE MFG. CO.:

Gentlemen: Now that the '94 season is over I wish to say that the Fowler was the easiest seller I had. The first five went slow (from the fact that it was a new wheel)—but after that the balance was easy. More Fowlers sold than any other wheel in this part of Ohio. I already have two orders for '95, knowing that there will be nothing better made. Yours truly,

F. E. Low.

### Studley & Barclay, Grand Rapids, Mich.:

"All the Fowlers we have sold have given splendid satisfaction, and we have no reason to complain."

### Cleveland Cycle Depot, Cleveland, Ohio:

"We are well pleased with the Fowler, and wish to renew our contract for '95."

### F. M. Fisk, Edwardsburg, Mich.:

"From a two-years' experience with Fowler wheels, and dealings with your company. I am convinced that they are all right."

### Pyle Cycle Co., Wilmington, Del.:

WILMINGTON, DEL., Nov. 19, '94.  
HILL CYCLE MFG. CO.:

Gentlemen: It gives us much pleasure to state that the Fowlers purchased of you during the past season have given us no trouble whatever. Our very hardest riders have used them—and with gratifying success. The King B racers sent us early in the season have been in constant use on track and road by our Fowler riders, and the boys are now riding them exclusively. These little wheels are marvels of strength and rigidity, and **no road wheel of any weight or make** ever gave us better service. We are looking forward to a nice trade in Fowlers for 1895. Yours truly,

PYLE CYCLE CO.

How about handling the Fowler for 1895? Let us hear from you.

HILL CYCLE MFG. CO.,  
142-148 W. Washington St.,  
Chicago.

Mention Fowler Truth.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## ADVERTISING.

Advertising is an art.

Good advertising is an art which all appreciate and few know.

We are not going to attempt to tell our readers of the value of advertising, for we assume that they all recognize that it is valuable. We are not going to proclaim in flowery language that all advertising pays, for all advertising does not pay. What we are going to do is to suggest a few ideas to tell whether advertising does or does not pay and how to make it pay the best.

It is all too common a thing for manufacturing concerns to consider the question of advertising at the beginning of their fiscal years, to make such appropriations as they think they need or can afford for the department of publicity for the year, and then to place their advertising with the first solicitors of advertising that come along or—what is almost as bad—pick out a certain number of papers and use them without regard to anything more than a poorly founded impression that they are the leaders. Some do not even set a limit on their advertising, but accept those mediums whose representatives have the smoothest tongues and the largest capabilities for disfiguring the truth. Those who follow this plan never know what their advertising is going to cost them at the end of a year. They are usually extravagant, and when they come to see the total are soured on all advertising, and go to the other extreme, and one extreme is as bad as the other.

All this is wrong. The prospective advertiser, and he is such if he has goods to sell, should advertise as liberally as his purse will permit, but should buy his advertising the same as he would buy material for the construction of his goods, should consider carefully both the quality and the quantity of what he is getting. When he has made his contracts, he should keep the most careful track of the results that the ads are bringing. A large proportion of the answers will mention the papers in which they were seen. Even here he will have to be careful. We will illustrate: A solicitor for a well-known Boston cycle paper solicited advertising on the basis of the results it would bring. The solicitor requested an advertiser to keep careful track for a month of the answers received, and compare the number resulting from his paper with the number from other papers. The advertiser did try it, and found that the Boston paper was productive of a goodly number of replies, and he also found out that a majority of those replies were written on postal cards, were in the same handwriting, and were mailed in and around Boston. If further particulars are wanted, we shall be pleased to furnish them.

The advertiser will be able to pick out the papers that do him the most good, after keeping a record of the replies that his ads have brought for a few weeks, or months, at the most. He should then confine himself to them. He should not be surprised or indignant if one paper asks him a higher price than another, for he will find, as a rule, that the one that charges the highest price gives him even larger returns in proportion to the amount spent with it than its competitors.

But even when the best mediums are found, the question of advertising is far from settled. It is all too common a practice for an advertiser to write an ad hastily when he makes his contract, and let that same ad run for weeks and months without a change. This is a very good thing for the publisher, for it saves him money in composition, but it is like throwing away money for the advertiser, save in exceptional cases. Advertisements should be changed frequently, and should be made attractive. One mistake that many careful advertisers make is that of saying too much. The average reader will not stop to read an ad that contains too much information. A catch-word or phrase, or a taking illustration to attract attention, and then a few brief sentences, clearly stating what the advertiser wants the reader to know, will do more good than the wisdom of a Solomon stretched out and crowded in too small a space.

There are comparatively few men that understand the art of writing advertisements. If the firm that advertises extensively does not have some man who does understand this art it will pay to hire one and take the amount that it is necessary to pay him out of the advertising appropriation. The money that is left will accomplish better results in his hands than the larger sum would, if the advertisements were not properly gotten up. A good advertising man can save directly and indirectly a lot of money for his firm. The older firms in the bicycle business have come to realize this and most of them pay liberal salaries to such men. Some of the newer concerns do understand the value of such men. It does not follow that

because a firm has not enough work to keep such a man busy all the time that they should not have him. There are men who look after the advertising of several concerns in different lines of business, part of whose time can be had for a reasonable sum.

And now we come to another feature in advertising, as applied to the bicycle trade, that is worthy of consideration, that of racing teams. There can be no object in supporting a racing team other than to get advertising, and to get something to advertise about. No better example of what we want to illustrate can be had than that of E. C. Stearns & Co. This firm has spent we dare not guess how many thousands of dollars on its racing men and trainers. It has received a lot of advertising from them but not as much as they should have received. The performance of no team has been as worthy of advertising and has received as little. A mile in 1:35<sup>2</sup>/<sub>5</sub> announced in a little half page is laughable. Stearns should have added enough to his already large expenditure for advertising for a two-page announcement of the wonderful performance in all the leading cycle papers, and liberal space in many of the principal daily papers all over the country. If he felt that he was already spending too much for advertising he should reduce the expenses of the racing team and spend more in the papers. There are others, perhaps, who could reverse the case to advantage but what we have said of Stearns is as true as gospel.

Of course those on the inside know that Johnson rode a Stearns wheel but there are still thousands that do not know it and Stearns should take steps to compel them to know it. We consider that half the money that Stearns spent on his team and in the cycling papers was wasted—wasted because too much of it went to the team and too little to the papers. On the other hand the little weekly bulletin that he sends out to his agents is one of the very best and cheapest kinds of advertising we have yet seen.

More anon.

## OVERMAN'S LIST \$100.

The following addition to the circular letter literature of the cycle trade this time from the Overman Wheel Co., gives the list price of Victors at \$100. This is the announcement:

The season of 1894 is now practically closed, and we are ready to announce to you our product and price for '95. In the estimation of intelligent people, quality ranks first; price second. With the quality of Victor bicycles in the past you are familiar. With the strength, comfort, and beauty of our '94 bicycles you have, we believe, been thoroughly pleased, but you are well aware that the Overman Wheel Co. has never been satisfied to repeat what it has done; you will expect therefore, our '95 wheel to be an improvement on our '94, and we know you will not be disappointed.

In the Victor for '95 you will recognize a higher standard of bicycle construction, in the line of select material, simplicity of construction, refined methods, and mechanical skill. For 1895 we shall make Victors of five different heights of frame, and Victorias of two heights, thus practically furnishing bicycles to order, and enabling riders of all sizes, both tall and short, to be equipped with mounts that exactly fit.

Prominent among the improvements for '95 will be our new crank-hanger, with its hollow axle and narrow tread. For simplicity and strength it is a great advance in bicycle construction and, in itself alone, quite sufficient to entitle us to the reputation of being first in material, first in invention, and first in construction. The crank-pin of other years has been abandoned, and in its stead there has been substituted a construction remarkable for its simplicity and easy adjustment. This new combination, produces a narrower tread, and is both lighter and stronger than our old construction.

In '95, for the purpose of giving riders exactly what they want, we shall furnish them, as an option, with a single tube tire of our own manufacture and design, made with special reference to strength, resiliency, and lightness.

As heretofore, all parts of Victors, from tire to saddle, will be made in our own factory. We shall not manufacture any medium grade or cheap wheels. Our only product will be the highest-grade bicycle that we can possibly construct with all our experience, knowledge, and facilities. The characteristics of our '95 wheel are, perhaps, more striking, more harmonious, as a whole, than any former model, and combine in a remarkable degree, beauty, strength, and lightness. The price of Victor bicycles for '95 will be \$100.

As in the past, we shall have but one quality, that the best; and with the confidence begotten of years of experience and success, we assure you that our product for '95 will gratify your highest expectations.

## Here Is a Big Deal.

M. E. Meader, of the Ariel Cycle Co., has closed a contract with the George Worthington Co., of Cleveland, in which the latter are given the control of the Ariel in Michigan, Ohio, West Virginia, western New York, and western Pennsylvania. This is the largest deal that the Ariel company have ever made, and much credit is due Mr. Meader for his part in it. The Ariel line for '95 will consist of wheels, varying in weight from sixteen to twenty-five pounds, all good sellers. A full line of these wheels will be shown at the Chicago cycle show.



## CINCINNATI PROSPECTS BRIGHT.

CINCINNATI, OHIO, Nov. 18.—Prospects for '95 are bright indeed in Cincinnati. The past season has been a good one, and promises to be still better next year. J. E. Poorman is preparing for an immense trade. This year he handled Unions, Columbias, Warwicks, Cleveland, Raleighs, Waverleys, Falcons, and Brightons. He will carry the same line in '95, but will manufacture the Poorman, beginning December 1. He is putting in a large plant at his store, 5 West Fifth Street, and will turn out 500 wheels. The gentlemen's wheel will weigh from twenty-two to twenty-four pounds; the ladies' wheel will weigh twenty-seven pounds, and the boys' nineteen pounds. The list price of these wheels will be \$100.

Gray & Johnston, 290 Race Street, will handle the Fowler, Sterling, Fenton, Orient, Hartford, Elmore, Niagara, and Featherstone, the wheels they carried this year. They made the Fowler their leader in '94, and will continue to do so next year.

E. H. Miller, at 302 Race Street, disposed of about thirty-five Ariels and Meteors this year. He will carry the same line in '95. Mr. Miller has devoted most of his attention to repair work, of which he has had his share.

The Munger, Halladay-Temple Scorchers, and the Kenwood were handled this year by C. H. Closterman, at 292 Race Street. Mr. Closterman is a young man, and very popular in Cincinnati cycling circles. He disposed of 400 wheels the past season. He has not yet decided on his '95 line.

The Scott Special is a wheel built especially for Cincinnati riding by the Scott Cycle Co., at 308 Race Street. It is a staunch little wheel weighing from twenty-two to twenty-four pounds and listing at \$125. In '95 the list price will be \$100.

Hanauer Bros. are leading lights in Cincinnati cycling circles. They are royal entertainers and visiting wheelmen are always given a rousing reception. This year they carried the Victor, Spalding, Liberty, and Eclipse, besides making a medium-grade wheel—the Mascot—which weighed twenty-seven pounds and listed at \$63. The price has been lowered to \$50 for '95. The Victor and Spalding will be handled next year and it is more than probable that the Czar will be added.

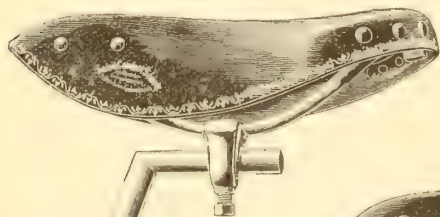
## A NEW SYRACUSE CONCERN.

SYRACUSE, N. Y., Nov. 18.—The incorporation of the Barnes Cycle Co., with a capital stock of \$150,000, papers of which were recorded with the secretary of state last week, excited considerable comment in cycling circles here. The Barnes company is composed of the most influential citizens in the city, and will manufacture a sixteen-pound wheel, guaranteed for the road. This move has been contemplated for some time, but it was not generally known that the thing would be sprung so soon. With the Syracuse Cycle Co., the Light Cycle Co., E. C. Stearns & Co., Barnes Cycle Co., L. C. Smith Tire Co., and several smaller concerns scattered throughout the county, Syracuse has become quite a wheel center, and one of the members of the trade find exceedingly prosperous.

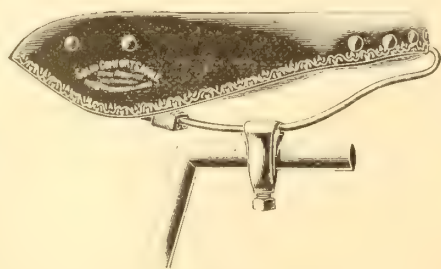
A suit terminated in this city last week, which will be of interest to every manufacturer in the land. It was a queer case, and practically unheard of in the courts. John W. Beckwith, a local rider, purchased a second-hand Royal Scorchers from Benjamin & Andrews. The frame was badly damaged, and Beckwith took it to Spalding & Co. for repairs. It seems that no guarantee for the brazing was made, and soon after Beckwith had a severe fall, caused by a breakage in the weak spot. He immediately sued Spalding & Co. for \$1,000 damages, alleging contributory negligence. The wheel concern put in an answer of general denial, and the matter was referred to Referee G. W. Wisner. The latter filed his decision with the county clerk, and exonerated Spalding & Co. from any blame whatever in the matter. The costs, amounting to \$117.11, were docketed against the plaintiff. This was but a test case, but the dealers will readily comprehend its significance and rejoice accordingly.

## SOLID COMFORT SADDLES.

The Curtis-Child Mfg. Co., of Philadelphia, are ready to talk Solid Comfort saddles for 1895, and are already shipping samples of the new line, which will include twelve distinct designs. They have materially reduced their weights, and added several new shapes to the new models.



Model L.



Model D

The entire line embraces the following patterns: Racer, Model A, 13½ ounces; Racer, Model A, No. 2, 15 ounces; Scorchers, Model M, 17½ ounces; Scorchers, Model L, 19½ ounces; Scorchers, Model H, 21 ounces; Scorchers, Model D, 21 ounces; Scorchers, Model F, 22 ounces; Scorchers,

Model I, 22 ounces; Scorchers, Model K, 23 ounces; Roadster, Model J, 25 ounces; Roadster, Model G, 23 ounces; Roadster, Model B; 30 ounces. An illustrated circular of the new line will be sent on application.

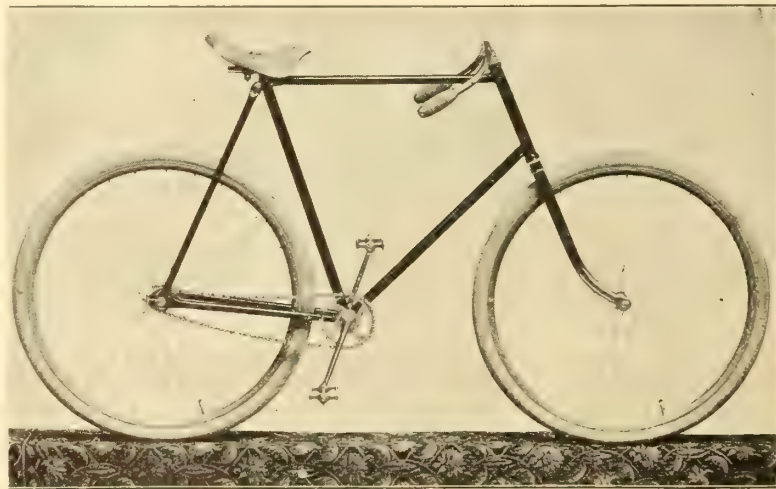
## THE TELEGRAM REJUVENATED.

MILWAUKEE, WIS., Nov. 21.—The Telegram Mfg. Co. will be run to its full capacity this winter, and it is calculated that about 2,500 wheels will be turned out. This is the first year since the reorganization of the old Sercombe-Bolte firm, and all circumstances considered, the firm has done a fair business. Most of its trade has been done in the east. Next season, in conjunction to the eastern trade, more attention is to be paid to the home market. It is the intention of the firm to start an uptown store, where wheels are to be sold at retail. The price next season will be reduced to \$100. There is some talk of sending out a racing team, but these plans are immature. Since Walter Sanger's return to this city he has spent most of his time with the Telegram company, and this has set a rumor in circulation that he may ride for the company next year. When Sanger was asked about the matter he replied that he could not say what he would do next year. The Telegram people also are reticent about the matter, but say that there is little likelihood that the Milwaukee champion will ride for them next year. The company is now placing agencies in several cities in the west.

It is reported in Janesville that a cycle factory is to be established there. Several Chicago men are said to be interested, among them B. W. Veirs and H. J. Winn. It is stated that the capital will be \$8,000, and that the prospective firm already has orders for over 500 wheels. George L. Carrington has offered a site and a building, provided that the company will employ not less than twenty-five men, and agree to operate at least five years.

## HAY & WILLITS BUILDING WHEELS.

Hay & Willits, of Indianapolis, are making the Outing, a light wheel, listing at \$85. Their factory, containing some 25,000 feet of floor space, is located on the Belt Railroad. It is a three-story brick with excellent light. Mr. Willits, who is a practical mechanic, as well as a veteran wheelman, will have personal supervision of the entire construction of the Outing. The design and special features of the wheel are all inventions of Mr. Willits'. All important parts of the frame will be reinforced, and a new improved



sprocket axle used. The weight of the wheel will not run over twenty-three or twenty-five pounds. That is, for the roadster.

Hay & Willits' wholesale and retail establishment, at 70 N. Pennsylvania Street, will be continued, and the output of the Outing factory will be placed through the wholesale department and a jobbing business continued as heretofore. The company have been reorganized and are now a stock company. Catalogues giving a detailed description of the Outing wheel will be ready January 1, as well as sample Outings. Hay & Willits will continue the manufacture of pumps on a larger scale, and are ready to submit prices and designs to large buyers.

## American Wheels a Curiosity in England.

A Chicago gentleman, who returned recently from a trip through England and Ireland, says that American wheels are a curiosity abroad. "You should see the native wheels," said he, "for they have none of the beautiful outlines noted here. Nearly all have huge mudguards of steel and steel rims. They are heavy and not pleasing to the eye, as are the product of American makers. I remember that in one city I saw four American tourists and their wheels were constantly surrounded by a crowd of admirers. This great difference in beauty of outlines, in finish and in weight of wheels, besides the weight, which is considerable, was a constant puzzle to me. I had an idea that in England, with its beautiful roads, wheels would be lighter even than here. From what I have seen my opinion is that American wheels should score a distinct success in the trade abroad. I know enough of cycling to know that even lighter wheels than ours may be used on English roads with perfect safety."



## THE PROBLEM OF PRICES.

SAN ANTONIO, TEX., Nov. 19.—Heretofore the subject of prices has always been open to a great deal of discussion for quite a while before anything definite was arrived at, but this season the early announcement of Colonel Pope, G. & J., and some of the other firms, who are of importance in the trade, has stopped all speculation on this point.

The subject of price for 1895 has not lain entirely dormant the entire season of 1894, and it was a very common occurrence to hear dealers, and the riding public in general, express themselves on the possible outlook for a lower standard price. It was pretty well understood, or rather I should say, confidently expected that some one of the leading makers would take time by the forelock, and with the idea of making a scoop, make an announcement as Colonel Pope did, but it was hardly expected from that quarter, as it was pretty well advertised at the beginning of 1894 that Columbia prices would be positively unchanged for a whole year. Of course it was expected that some one of the big three would make this announcement ahead of all others, unless perchance there should be a confidential agreement to all to make known 1895 prices at the same time, which was not probable.

Southern dealers have, of course, their favorite makes of wheels, which seem to take better with their trade, and all that they expect of the makers of these wheels is to meet competition. They do not care who first makes known the lower price, but are satisfied if the manufacturers, with whom they have dealings, make their prices to conform. A great mistake is made by some of the smaller manufacturers in listing their wheels a few dollars higher than standard wheels, and by long discounts more than offsetting the difference, so that the real net price to dealers is even lower than wheels catalogued at lower prices. This invariably results in price-cutting, than which there is no greater evil in the retail trade. Dealers recognize the fact that it is worth a good deal to make a prospective customer believe a wheel has as good qualities as the standard makes of wheels, and then to go still further and endeavor to make this customer believe this wheel to be worth from \$10 to \$25 more.

Of course there are no end of new points and improvements expected in the '95 wheels over those of this season, but there is one point which has all along received very little attention—the front forks. Some of them are very bad. Others do very well, and while some of them have given very little trouble, it has been a great deal due to the class of riders into whose hands these wheels have fallen. In 1894 a number of wheels came out with very much strengthened fork crowns, and the tube running up through the head was also reinforced, but how many wheels were there that could lay claim to a reinforced tube? Those that had strong fork crowns—and there is no more important point in a wheel than the fork crown—failed to strengthen the fork sides, and every little knock would displace the fork sides. Of course a large per cent of those who buy wheels are new riders, and new riders have more trouble with fork sides than any other class. Two out of every three 1894 wheels that I have seen in the possession of new riders, either showed signs of having been repaired in the fork sides, or were at present out of shape. This objection possibly can not be entirely overcome, but it can be corrected to a great extent.

Wood rims have been, in themselves, an unqualified success when the rims were all that was claimed for them, viz., rock elm, and properly made; but in fitting these rims they were very much weakened, and the trouble that resulted was not due to the rims themselves, but to the method of applying. One maker of high-grade wheels, fitted with a clincher tire, that supplied any quantity of wood rims, gave such excellent satisfaction that toward the last of the season it was impossible to sell one of his makes of wheels with any other style of rim. The method of applying these rims was different, however, and perhaps not so practical on anything but clincher tires, unless a very long nipple is used.

On the inside of rim the spoke was fastened with a washer instead of a regular nipple, and the spokes were tightened with a two-pointed screw-driver. Out of several hundred pairs of these rims not a single one ever gave any trouble in any respect, while the same make of rim, fitted to cemented tires, gave so much trouble as to make the advisability of wood rims with some people a question. The trouble, however, was that the spokes were fastened with short nipples, and in order that these spokes might be tightened in the regular way, the nipples were so far seated in the rim as to weaken it. In case of an accident, the rim itself would not break, nor the spokes, but nipples would pull out and bring a strip of the rim with them.

With a tension spoke, the rim should be stronger, or as strong where the spoke fastens than at any other point, which of course is not possible when the rim is cut away so that a short nipple may be used.

How do wood rims stand a damp climate? is a question very often asked, and it may be answered that they stand a damp climate a great deal better than they do a dry one. I have never seen a wood rim warp; and

I have seen rock elm rims in use in cities on the seacoast for two years now without so much as a loose spoke; steel rims of the same pattern have rusted out several pairs of tires; have had the spokes frequently tightened, and are in a shaky condition.

With high-grade bicycles at \$100, the season of 1895 will be the largest by far ever known in the history of cycling in the south. Of course the trade is naturally on an increase anyhow, and with a popular price, the ratio of measure will be much greater.

Riders eagerly scan the cycling papers, and a copy of THE BEARINGS in a bicycle store, for about three days after it arrives, is the most popular article in it. The percentage of riders who change their mounts for late patterns will be far greater this year than ever before. Some who did not make changes in '94, whose wheels are still serviceable, have been waiting for just such a chance as a \$100 list price, and they read THE BEARINGS just as carefully for new points as the dealers do, and you will see them around the cycle stores inquiring if such and such a firm, whose wheel is a favorite with them, has sent out any particulars concerning their new wheels, and how much do they weigh, etc., and last, but not least, will the price be \$100?

Southern dealers will be on hand in large numbers at Chicago to make arrangements at the show for their 1895 wheels, and those who make earlier arrangements will be very much the exception to the rule. EL SUD.

## NEW YORK TRADE NEWS.

NEW YORK, Nov. 19.—Porter & Gilmore will shortly remove from their present quarters on upper Broadway to Warren Street down town. This firm will handle the Halladay wood rim in this locality in 1895, in addition to which they will represent G. & J. tires in the lower section of the city. They will retain the New York agency for the Phoenix, and the Essex, a wheel made by P. & G. on their own premises, will be boomed into the front ranks.

In addition to their cycle business, the Brooklyn Cycle Co., of 555 Fulton Street, Brooklyn, will carry a full line of sporting and athletic goods in great variety of style, price, and quality this winter. Should the new departure prove a paying adjunct to the business, it is quite probable that this branch will be continued in the future.

The '95 model wood rim and tire, being exhibited by F. S. Ray at the New York branch of G. & J., is attracting much attention, especially among those who are able to appreciate the marked improvements made in both. That 1895 will be a grand G. & J. year there can be no doubt.

Sidney B. Bowman has opened his new cycle school in the Dore Gallery, at Fifty-third Street and Broadway. It has a floor space of 200 x 100 feet, with not a single post or pillar to break the broad expanse. All conveniences in the way of dressing-rooms, baths, etc., are to be found in connection with the hall, of which Chas. W. Price is in charge.

W. J. Walford, of the Nimrod Cycle Co., of England, left New York on the steamer "Campania" last Friday, for home. Mr. Walford made many new friends during his stay in America this trip. Part of his time he spent with T. A. Zimmerman at his Manasquan residence. He was escorted to the pier by a jolly crowd of fellows, among whom were Geo. S. MacDonald, Zimmerman, and others, each of whom wished him *bon voyage*, and a speedy return to the land where he has become so popular among those whom he has met.

The White Sewing Machine Co., 22 Union Square, are showing the 1895 model Triumph. It is quite probable that a reduction from its present price of \$135 will be made shortly. The Triumph is an English made wheel of clean cut and handsome design.

"Ned" Oliver will exhibit at the cycle show here in January. What he will exhibit he refuses to say. Some say a new wheel, which he is to represent in the east, others insist that it must be Ned's 10½ pound boy, four weeks old, and as promising a youngster as can be found in Flushing. Let us chance a guess, and say—both.

There will be no changes in the New York Tire Co.'s tires for 1895. They were pretty near perfection this year, as has been shown by the usage they have withstood. Some reduction in prices will be made, but Frank White, of the company, is not ready to state just what it will be.

R. L. Philpot, the new manager of the Coventry Machinists' Co., of England, will visit this country shortly, at which time he will place agencies in New York, Chicago, and Boston for the popular Swift.

NEW YORK, Nov. 15.—The 1895 Liberty has been seen, and can be classed among the most beautiful pieces of mechanical skill ever shown. There are a number of changes over the '94 pattern, improving on what seemed to be perfection this year. Some of the most important changes are these: A hollow fork crown is used in place of the style heretofore fitted on Liberties; the sprocket is detachable, and is so simple in construction and easily detached that it may readily be considered the leading alteration. It is fitted onto the crank hub by means of a slot, springing slightly and holding itself securely in place; to strengthen this, however, a key is





**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

# MORGAN & WRIGHT ROAD RECORDS.

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

## WORLD'S ROAD RECORDS:

**W. DeCARDY, ON A SYRACUSE, FITTED WITH MORGAN & WRIGHT TIRES:**

5 MILES, ON THE ROAD, PAGED,	12:04
10 " " " "	24:13 1-2
15 " " " "	37:38
20 " " " "	50:38
25 " " " "	1:03:52 1-2

**NAT BUTLER, ON A LOVELL DIAMOND, FITTED WITH MORGAN & WRIGHT TIRES**  
15 MILES, ON THE ROAD, COMPETITION, 41:25 1-2.

### BUFFALO-ERIE COURSE 200-MILE RECORD.

**T. T. MACK, OF BUFFALO, N. Y., HOLDS THE RECORD OVER THIS COURSE IN 13:10:40.**  
HIS MOUNT IS AN ORIGINAL BUFFALO, FITTED WITH **MORGAN & WRIGHT TIRES.**

### ILLINOIS STATE 200-MILE RECORD.

**R. P. SEARLE, OF ROCKFORD, ILLINOIS, MADE A DOUBLE CENTURY OVER THE ELGIN-AURORA COURSE AUGUST 5, IN 16:39:00. HIS MOUNT WAS A CRIMSON-RIMMED SYRACUSE, FITTED WITH MORGAN & WRIGHT TIRES.**

### KANSAS STATE ROAD RECORDS.

**ROSS E. MILLER, OF WICHITA, KANSAS, HOLDS EVERY RECORD FROM 2 TO 100 MILES, ON THE ROAD. HIS MOUNT IS A CRIMSON-RIMMED SYRACUSE, FITTED WITH MORGAN & WRIGHT TIRES.**

### AMERICAN TWENTY-FOUR HOUR RECORDS.

**B. W. TWYMAN, AT LOUISVILLE, KENTUCKY, OCTOBER 22, ON AN ALBIN SPECIAL, FITTED WITH MORGAN & WRIGHT TIRES, 340 MILES ON THE ROAD.**

**LOUIS GIMM, AT CLEVELAND, OHIO, OCTOBER 16, ON A TRIANGLE, FITTED WITH MORGAN & WRIGHT TIRES, 383 3-4 MILES ON THE TRACK, BREAKING THE RECORD HELD BY E. SPOONER, WHICH WAS ALSO MADE ON MORGAN & WRIGHT TIRES.**

**MORGAN & WRIGHT,**  
**CHICAGO.**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**



used, passing clear through the hub and screwing into the opposite side of the sprocket. This clinches the groove slightly and makes the sprocket intact. Two or three turns of the key and a gentle pull at the detachment, suffices to take it off, and in as short a time a change of gear can be made and the new sprocket put in place. The tread has been reduced from 7½ inches to 5¼ inches. Weight of the Scorchers, all on, is twenty-five pounds. The Bogie Man will weigh eighteen pounds, and the ladies' model is reduced in weight from thirty-four to twenty-six pounds. A complete description of any model, except the Scorchers, is impossible to give, that being the only one in the store at the time, but soon detailed accounts of the entire Wilson-Myers' line will appear. Two sizes of frame will be used in the construction of the Scorchers, twenty-two inch and twenty-four inch, respectively. Fitted with racing tires, the Scorchers will weigh but twenty-two pounds. A choice of tire will be given purchasers, but unless otherwise ordered, the Liberty detachable tire will be the one used. Any rims that are wanted will be fitted to the wheel, and either racing bars, with a decided drop, or ordinary ones with a graceful curve of gentle proportions can be placed on the wheel for a customer. Sager and Solid Comfort saddles will be used on the '95 wheel. The pedals and other vital parts of the machine are not yet ready to be shown, but from the general appearance of the wheel, it is destined for a banner year.

G. Minturn Worden, of Remington renown, is at the factory in Ilion, N. Y., superintending the construction of their wheel for '95. He will not be ready to show the model until about November 19. There will not be as many different styles of "Remingtons" as heretofore. Mr. Shaefer was seen at the Broadway store of Hartley & Graham, but all he was at liberty to say was that something swell in way of improvements was being made. Prices will probably be at the century mark along with the rest. This will be definitely announced when the new wheel is shown.

W. H. Webster, manager of the bicycle and athletic goods department of W. C. Hodgkins & Co., has thoroughly recovered from his recent illness and is about once more. Hodgkins & Co. are the New York agents for Unions and Crawfords. Mr. Webster says that he expects a decided renewal of this year's business immediately after the Madison Square Garden tournament. He believes that affair will stimulate trade to a great extent. It seems hardly probable that W. C. Sanger will ride during the week's events, but that Tyler will race is almost a sure thing.

Charles W. Price will have complete control of Sidney Bowman's aristocratic riding school in the Dore Gallery on Broadway. Next summer Price will be sent to Newport, R. I., where Sid has his other academy. Those who know Charley Price best, will realize what this all means.

It is comical to hear Tom Roe tell the story of how he got the position that he now holds at present with the United States Tire Co., 33 Barclay Street. He undertook to teach President Bucki, of the company, the art of bicycle riding. After he had given him two or three severe frights, Tom turned the machine suddenly, almost precipitating Bucki into the gutter. Holding him in that position, Roe quietly inquired, "Say, can I go to work for you?" To save his life, or at least his immaculate patent leathers from the mud which threatened him, he replied "Yes." And now Tom Roe is the busiest man in the place.

When the Overman Wheel Co. entered the sporting goods business, in connection with their bicycle manufacturing, it was their intention to turn out only the best goods at prices far below those heretofore charged by others. That they have succeeded in establishing a reputation for high class goods is already proven by the manner in which that department, at 23 Warren Street, is patronized daily. A complete line is carried and the quality is such as to merit the patronage of every athlete and lover of out-door sports.

Harry J. Hall, Jr., one of America's first racing men of the amateurs type, connected with the main New York office of the League Chainless bicycle at 64 Cortland Street. Hall has tested the '95 Chainless and pronounces it the easiest running machine on which he has ever ridden. In view of the fact that Mr. Hall has ridden every make of machine ever introduced into this country it seems but reasonable to attach considerable importance to his opinion of the League Chainless.

Geo. S. McDonald, of the Raleigh Cycle Co., 2081 Seventh Avenue, did not see Zimmerman while in Europe, from which place he returned some two weeks since. He declares the Raleigh for 1895 to be a piece of mechanism such as was never seen before. The first completed model will be ready for newspaper men's inspection in a week or so.

Harry Hanford, of the Raleigh Cycle Co., has departed for Pennsylvania and the surrounding country on business bent. He has grown a pair of "Bob Abbots" that serve as mudguards in sloppy going.

E. H. Towle, for some years manager of A. G. Spalding & Bros.' bicycle department, has severed his connection with that firm to embark in business for himself. He will locate in Newark, N. J., where he will, himself, preside over a sporting and athletic goods house, which it is earnestly hoped will some

day grow to the dimensions of his old employer's. That prince of good fellows, L. P. Brown, perhaps more familiarly known as "Brownie," takes the vacancy caused by Mr. Towle's departure. Brown is one of those indescribable combinations of business, good nature, earnestness, jollity, and punctuality that can not but help make a favorable impression on those who have never before met him.

### ORGANIZED THE "CYCLE TRADE LEAGUE."

PHILADELPHIA, Nov. 17.—An organization to be known as the Cycle Trade League of Philadelphia was perfected at a meeting of the local dealers and manufacturers on Thursday. The new association has for its principal objects the furthering of the interests of the trade and good-fellowship among its members, the maintenance of prices, the promotion of the sport, and the abolition of all abuses injurious to the trade.

Nearly every prominent house in town was represented when Temporary Chairman H. B. Hart called the meeting to order and opened business. The report of the committee appointed for the drafting of a constitution and by-laws, at the recent preliminary meeting, was submitted and adopted with slight changes. Messrs. F. M. Dampman, J. R. Maloney, and J. B. Rich, who were authorized to go among the trade and get their views relative to the holding of a cycle show this winter, also made a report, which was received, but not adopted. This was the result of a motion made referring the report to the Associated Cycling Clubs, whom the dealers thought should manage the exhibition as heretofore. The dealers in favor of a show were: Americus Cycle Co., H. A. Lozier & Co., Darrah Cycle Co., Joseph Warrington, Light Mfg. Co., of Pottstown, Pa.; Rich Cycle Co., William Trafford, Jacob Rech & Sons, Charles S. Smith & Co., Acme Mfg. Co., of Reading, and F. M. Dampman. Against the proposal were the Union Cycle Co., F. L. Donlevy & Co., and the Overman Wheel Co. The Hart Cycle Co., R. C. Wall, E. K. Tryon, Jr., & Co., and A. G. Spalding & Bros. were reported as being uncertain.

The election of officers came next and resulted as follows: President, H. B. Hart; vice-president, C. S. Smith; secretary, Jack Greer; treasurer, Frank M. Dampman. No limit was placed on the membership, any dealer or manager being eligible to election, but each house can have only one vote. Meetings will be held every month and the annual meetings, the first of which will be held at the Hanover Hotel next Tuesday, will take place in November. The annual dues were placed at \$10 and the initiation fee at \$5.

The Charles S. Smith Co., the local agents of the Rambler, have decided to remain at their present location, Tenth and Arch Streets, and make extensive alterations. With this end in view they signed a lease last week, thereby gaining control of the whole building, which will be devoted entirely to the sale of Ramblers and accessories. The building is four stories high, and will give to the Smith company one of the largest retail houses in the city. A. O. Very, secretary and treasurer of the Warwick Cycle Mfg. Co., was in the city last week. He was here in the interests of his firm, and seemed well pleased with the prospects for next season.

R. D. Garden, who, with "Pop" Brewster, is to locate at 835 Arch Street, formerly the Overman Wheel Co.'s agency, paid a flying visit to this city Tuesday.

E. C. Stearns & Co. will open a branch house in this city in a week or two, under the management of G. F. Weise, a prominent local trade and club man. The location will be at 1003 Arch Street, on "Cycle Row," and right next door to the Rambler agency. Mr. Weise completed all the arrangements with the Stearns people at Syracuse, yesterday.



*The Phoenix for 1895.*



It's a Good Thing, Push it Along



The TRIANGLE for 1895.



Our catalogue will soon be out. Send your name for one.

THE PEERLESS MFG. CO., Cleveland, Ohio.

Mention The Bearings



NOW READY!

Tillinghast

# THE TILLINGHAST DETACHABLE TIRE

The past season's experience in manufacturing and riding has placed it

AT THE HEAD OF THE PROCESSION.

It has no equal. It has more points of superiority than all others combined; this is the direct result of a constant study of the requirements for a detachable tire, and the closest attention to details. **DON'T COPY** blindly manufacturers who have a purchased interest in the tire they adopt.

**EXERCISE YOUR OWN JUDGMENT.** We didn't sell tires at less than cost to one manufacturer for the purpose of advertising, and turn to his competitor and sell at full price. Examine our tires before placing your orders, then buy the best. **Our representatives are now out.**

Tillinghast

Tillinghast Mfg. Co.,

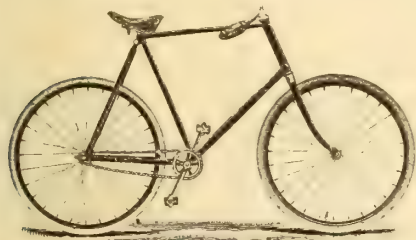
117 Orange St., PROVIDENCE, R. I.





## MORE ABOUT 1895 WHEELS.

**GENDRON IRON WHEEL CO.**—We do not make a splash "in the swim" equal to makers having an annual output of 30,000 bicycles, because our capacity during the eight months' making season is limited to about 3,000 bicycles, not including juveniles. Our equipment, however, to do the very highest type of work, is second to none. We have all the latest automatic machinery now in use, having just recently installed a number of new tools. We are equipped, moreover, to produce accurately true cones and ball-race cups after they have been hardened. Furthermore, we have a superior frame construction, by which all joints are reinforced. We are now ready to talk business for 1895. As is our custom, we must, by the last of February, book orders for at least two-thirds our capacity. Our line this year will be as follows: Gendron No. 19. Frame, depth, 24¼ inches to center of crank-shaft; head, eleven inches; wheel base, forty-four inches; all joints reinforced; no forgings in fork crown, head, or crank-shaft sleeve. Wheels, twenty-eight inches, with wood or steel rims. Spokes, music wire stock, butts No. 14½ gauge centers swaged to No. 17 gauge, rolled thread. Bearings, having all cones and ball-race cups ground accurately true after



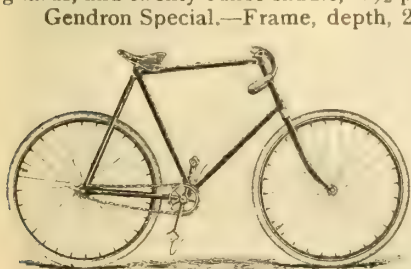
Gendron No. 19.

being hardened. Tire, 1¼-inch Buckeye pneumatic road tire. Pedals, Gendron light rubber, or rat-trap. Chain, 3-16-inch hardened block and hardened rivet chain. Weight, with sixteen-ounce saddle, twenty-one pounds. Price, \$100.

**Gendron No. 18.**—Frame, straight tube frame; depth, twenty-one inches to center of crank-shaft; head, nine inches; wheel base, forty inches; reinforced joints, with no forgings in fork crown, head, or crank-shaft sleeve. Handle-bar, seventeen-inch raised bar. Wheels, twenty-six inches, with wood or steel rims. Spokes, music wire stock, butts No. 14½ gauge, centers swaged to No. 17 gauge, rolled thread. Bearings, having all cones and ball-race cups ground accurately true after being hardened. Tire, 1½-inch Buckeye pneumatic. Guards, detachable woven silk dress and chain guard. Pedals, Gendron light rubber. Gear, sixty, with 5½-inch spring steel cranks. Chain, 3-16-inch hardened block and hardened rivet chain. Weight, as shown in cut, with brake, mud, chain, and dress guards, and twenty-ounce saddle, 22½ pounds. Price, \$105.



Gendron No. 18.



Gendron Special

**Gendron Special.**—Frame, depth, 24¼ inches to center of crank-shaft; head, eleven inches; wheel base, forty-four inches; all joints reinforced; no forgings in fork crown, head, or crank-shaft sleeve. Handle-bar, style D. Wheels, twenty-eight inches, with wood or steel rims. Spokes, music wire stock, butts No. 16 gauge, centers swaged to No. 18 gauge, rolled thread. Bearings having all cones and ball-race cups ground accurately true after being hardened. Tire, 1½-inch Buckeye racing tire. Pedals, Gendron light rat-trap, with toe clips. Gear, sixty-eight or seventy-two, with 6½-inch spring steel cranks. Chain, 3-16-inch hardened block and hardened rivet chain. Weight with twelve-ounce saddle, nineteen pounds. Price, \$115.

**GRAND RAPIDS CYCLE CO.**—Our line for '95 will consist of four wheels, one lady's and three gentlemen's. The lady's wheel will be a strictly up-to-date Humber pattern frame, weighing from twenty-seven to thirty pounds, and listing at \$100. This wheel is, practically, the same bicycle as we made last year under the name of Model X. Our No. 20, which will also be a strictly high-grade wheel, will take the price of our low-priced medium-grade wheel of '94. This wheel will list at \$100, and will weigh from twenty-six to twenty-nine pounds. We shall give an option on the different type of tires, using only the best of their class. We have added no freaks or novelties to our wheels, preferring to retain the lines and general construction of last year's patterns, which were very successful, and which would have cut a wide swath in the trade had they been made by older or larger makers. The No. 24 of last season will be continued, although we shall make but few of them. This wheel gave such excellent satisfaction that we do not wish to cease manufacturing it.

We will make a new light roadster, which weighs from nineteen to twenty-two pounds. This wheel will be built to order only, and to reach. We shall list this bicycle at \$125. Our goods will be sold to the trade direct. We expect to move our offices into our new factory about December 1. Our output will be increased as much as we deem it advisable, but we will still continue to pursue the same conservative policy in the future

as in the past. We believe that some of the makers, who are doubling their outputs, will find themselves loaded with an overstock of goods before the season of '95 is closed, and if more care and conservatism is not exhibited in this business than at present seems to be the order, we shall miss our guess if there is not another "slump" in the trade, similar to that we experienced in 1893.

**STOVER BICYCLE CO.**—We have to announce that our standard price for 1895 will be \$100. This price covers a line of five bicycles, the Phoenix racer, Phoenix A, Phoenix AA, Phoenix A1, and the ladies' Phoenix. We consider the price a fair one for a high-grade bicycle, and we believe it is so regarded by all parties in any way connected with the trade. At any rate it is a just price, and made as it should be in accordance with the cost of the bicycle as it can be manufactured next season. You all know that the parts that go to make up a bicycle are cheaper to the manufacturer. We have improved our method of manufacture, and with our increased knowledge and advantages are able to produce the highest grade of bicycle at \$100, and can therefore offer no possible reason for not giving the public the benefit of these conditions. It is always conceded that our goods have been in the past manufactured up to the highest standard, and our 1895 product will be produced with this standard of excellence, even more firmly embedded in our methods. The difference between the Phoenix A's is mainly in the height of frames, the Phoenix A being twenty-four inches, the Phoenix AA, twenty-five inches, and the Phoenix A1, twenty-two inches, this wheel to have an eight-inch head, in order to keep the top-bar horizontal. Among the new features will be larger tubing, 1¼ x 10-inch head, double fork crown, with a reinforced method of manufacture heretofore not in use, narrow tread and lighter weights, although we are not believers in extreme light weights, and shall list our road wheels to weigh from twenty-two to twenty-five pounds, according to the tires selected, as in the specifications of these wheels we shall allow, as optional, the choice of two or three popular makes of tires, which will cause the weights to vary.

**ROUSE, HAZARD & CO., of Peoria.**—We have completed arrangements for our sixteenth year in the cycle business and our popular line will be a more valuable agency than ever. The popular and reliable Sylph line will be improved, and the list price will be \$100. Each machine will be of the highest possible grade and on the most approved, graceful, and handsome lines. The line will be as follows: Seventeen and a half-pound Sylph racer, Model L; twenty-pound Sylph road racer, Model K; 23½-pound Sylph roadster, Model H; twenty-four-pound ladies' Sylph, Model I. The Overland line will this year include twenty-four and twenty-six inch sizes and will be the finest goods for the money on the market, while the discounts will be such as to make it an object for the live dealers to push trade. The Overlands have always had a reputation for reliability and durability second to none, Overlands being in use in every state and territory and in many foreign countries, giving entire satisfaction to each user. The line will be as follows: Overland scorcher, twenty-six pounds, \$75; ladies' Overland, twenty-one pounds, \$75; Overland No. 6, twenty-eight pounds, \$65; Overland No. 7, ladies', \$65; Overland No. 8, twenty-six inch, \$50; Overland No. 9, twenty-six inch, ladies', \$50; Overland No. 10, twenty-four inch, \$40; Overland No. 11, twenty-four inch, girls', \$40.

All the Overlands, including the twenty-four-inch sizes will have tool steel bearings and will be made of the best materials and on up-to-date lines. The \$75 patterns will be fully equal to 9-10 of the best \$100 patterns and will prove great sellers.

At Newark, N. J., November 4, G. W. Coffin rode five miles, unpaced, in 11:29, cutting 1 minute and 29 seconds off the record. His mount was a Sterling.



1894 Model E Sylph.

## SYLPH CYCLES

RUN EASY.  
SELL EASY.  
ARE WINNERS.

Handsomest and Highest Possible Grade  
Weights 20 to 30 Pounds.

## OVERLAND CYCLES

Moderate in Price—High in Grade.

Always Reliable and Great Sellers.

No more satisfactory and salable wheels have been offered this year. Their sale has been phenomenal in many localities, especially with our agents, who have handled them year after year, or since they were first introduced. Sylphs are right up to date in style, finish, and material, while use has demonstrated they are highly satisfactory to both agents and riders. Catalogue free of these and a large line of special bargains.

**ROUSE, HAZARD & CO., 142 G St., Peoria, Ill.**

Mention The Bearings.

Oldest and Largest Dealers in the United States.



### TRADE CHANGES.

DETROIT, MICH.—The Detroit Cycle Co.'s judgment in circuit court rendered for \$447 in favor of Hibbard, Spencer, Bartlett & Co., also judgment for \$632.75 in favor of William A. Hurlbert, and others.

MONROE, LA.—The Southern Hardware Co., Limited, incorporated with I. Baer, president, Sig. Marx, secretary-treasurer. Capital stock, \$10,000. Will take up bicycles and invites correspondence with manufacturers of bicycles and bicycle sundries, looking to accepting agency.

SPRINGFIELD, MASS.—The Rubber Tire Wheel Co. has increased its capital stock from \$10,000 to \$30,000.

NEW YORK, N. Y.—George H. Bruce, of Westfield, N. Y., has been appointed receiver for the American Ormonde Cycle Co. This company failed recently with liabilities at \$61,589, and with assets about \$4,000.

WASHINGTON, D. C.—J. E. Knott & Son, bicycles, opened new store at 406 Massachusetts Avenue, N. W., will make a specialty of repairing and renting.

CHICAGO, ILL.—The Motor Cycle Co., incorporated by Will H. Clark, Charles S. Babcock, and Howard M. Carter, to manufacture bicycles, vehicles, boats, etc., requiring motors. Capital stock, \$500,000.

FAYETTESVILLE, CONN.—The Pope Mfg. Co.'s new factory building about completed, and arrangements being perfected for the removal of the bicycle plant from Boston on December 1.

WESTBORO, MASS.—The Westboro bicycle pedal factory is being made ready for operations, which are about to commence.

AKRON, IOWA.—Bly Brothers, hardware, bicycles, etc., partially burned out, covered by insurance.

ANTHONY, KAS.—Berger & Black, hardware, bicycles, etc., C. W. Black on record as having renewed chattel mortgage.

SULPHUR SPRINGS, TEX.—J. H. Johnson & Bro., hardware, bicycles, etc., reported to have given trust deed.

LOUISVILLE, KY.—Martin & Dressing, bicycles, assigned to A. E. Miller, as the result of an attachment suit for \$6,480.40, filed by the Indiana Bicycle Co., of Indianapolis. The firm is composed of S. L. Martin and E. H. Dressing. They have been in business a year. The liabilities are reported to be between \$7,000 and \$8,000, and the assets are thought to be larger.

### A Big Deal in Palmers.

John F. Palmer returned from the east last week. Mr. Palmer reports closing one of the largest deals of the season. This was with A. G. Spalding & Bros., calling for 5,000 sets for delivery in 1895. Palmers will be pushed exclusively on the Spalding wheels this season, although other tires will be provided if insisted upon. With this immense deal, and several others, each of equal value, so early in the season, the Palmer Tire Co. have good grounds for their assertion that they will do double the business for the coming season than was done in '94. Before the New York show last year there were barely 5,000 sets ordered. By the time of the Philadelphia show the Palmer Tire Co. had been flooded with orders, and consequently was ill prepared to meet the onslaught. For the coming season the bicycle manufacturers are preparing to evade the great trouble caused last year by this company's inability to supply the tires as fast as wanted, and are ordering early. One manufacturer, who has placed a

large order for Palmer tires, told of the great success their wheel had met with, and laid a large portion of this to the Palmer tire. The Palmer for '95 has been greatly improved, and will give increased satisfaction.

### Another Pope Circular Letter.

The Pope Mfg. Co. are out with another circular letter, in which they repeat much that they said in their previous ones. They take exception to the manner in which their announcement of a \$100 price was received by some of the cycling papers, and declare that they are in no need of sympathy. They state that a combination was attempted by some of the western manufacturers, to hold the prices up to \$125, and say that they do not care what others do. They deny the report that the reduction in the price was forced on them on account of having a big stock left over, and say that they sold more wheels last year than ever before, and have less to carry over than for any season in the last ten years.

### Bode Will Go East.

E. C. Bode, it is said, will take charge of an office in Boston for the Sterling Cycle Works, and will represent the Sterling in the New England States. This office may be located in Boston. Hitherto Bode has traveled to all the large cities of the United States. In his new position Bode will be forced to relinquish his yearly travels to his old trade and build up another in an entirely new field. This Bode will be able to do admirably, his experiences on the road being so extensive.

Frank Padgett, the around-the-world tourist who was compelled to relinquish his trip at Havana, owing to a thirty-five foot fall through a culvert, has contracted with Ralph Temple to travel on the road for him in '95. Padgett traveled last year for the Hill company. He has plans to continue his trip around-the-world another winter.

### A Very Popular Train

on the Chicago, Rock Island & Pacific Railway leaves Chicago, daily, at 10 p. m. It is called "The Big Five," is only one day out, and passengers arrive at Denver, Pueblo, or Colorado Springs early the second morning. The "Rock Island" has become a popular Colorado Line, and the train above referred to is Vestibuled, and carries the "Rock Island's" excellent Dining Car Service.

JNO. SEBASTIAN, G. T. & P. A.,

5

Chicago, Ill.

E. O. Durfee, of Port Alleghany, Pa., has invented an inner tube that is not entirely devoid of merit. In case of puncture, the inner-tube stem is forced in which forces the strip on the tread, giving a new inner tube, which can be fixed until the old one can be repaired.

**THE 1895 SUN**

**WEIGHTS, 17 TO 25 POUNDS**

**SAMPLES NOW READY**

**ALUMINUM RIMS**

**EAGLE**

NOT HOW CHEAP BUT HOW GOOD

NOT HOW CHEAP BUT HOW GOOD



### McIntosh-Huntington Lost Money.

People under the impression that bicycles can be manufactured and sold at figures ranging from \$49 to \$59 should profit by the following: The McIntosh-Huntington Co., of Cleveland, who had a factory in Chicago, where Sunols were manufactured, are reported to have lost \$100,000 and more in three years. The concern purchased the plant of the Speedy Cycle Co., at a price reported to be \$50,000. The machinery was sold during the past summer to the Geneva Cycle Co., a concern at Geneva, Ohio. During the past year this company has disposed of its wheels in large cities to large retail dry goods dealers. These have been sold at from \$49 to \$59, raising a whirlwind with the local dealers. About 2,000 wheels were made this year at the factory, corner of Seventeenth and Jefferson Streets.

The Speedy Cycle Co., the former owners of the plant, also failed to score a success. The factory is so far out of the regular marts of trade that it was seldom visited, and although the factory has been closed for some months, the fact will be news to many.

It is said the McIntosh-Huntington Co. lost \$15,000 during the short time their manufacturing business was conducted this season and then decided to close the factory and have a line of wheels specially manufactured.

### The New Dunlop Valve.

Below is cut showing the new Dunlop valve, which is exact size of illustration. It projects but slightly above the rim and is very easily operated in inflating the tire. The little piston (A) is so lightly held in place by the spring behind it that it barely serves to prevent the escape of air between pump-thrusts. The valve proper is the rubber



plug (B), which seals the top of the stem when the cap is screwed down. The rubber plug acts like a swivel. The action is affected by placing between the plug and the cap a thin brass washer (C), which prevents its destruction by friction in turning the cap. By using this valve a pressure of forty pounds in the tire can be obtained with the ordinary pump. There have been cases in which a pressure of forty pounds had to be exerted in the barrel of the pump itself before air would enter the valve.

### Spaldings for '95.

J. P. Walters returned this week, after a two weeks' stay at the Lamb Mfg. Co.'s factory. Walters is thoroughly in touch with the Spalding. He declares the wheel will take a back seat for no other machine. "No other wheel at \$75 will touch our Credenda," said Walters, "either in ladies', or gents'. The Spaldings for both sexes will list at \$100. We will have a ladies'

wheel in weights from twenty-four to twenty-six pounds, and as pretty a wheel as I ever saw. From eighteen to twenty-four pounds will be the weight of the Spalding gents' wheel. We will also have a specially finished machine, striped in a fancy way, and with the owner's name in fancy letters, which will be special in every way, and list at \$125. The factory will turn out from 10,000 to 15,000 wheels this year. As you know, their machines this past season has given universal satisfaction, and all our old agents are already after the agency for '95."

### In Unions There's Strength.

The Union Cycle Mfg. Co. have issued pamphlets containing sworn affidavits from members of the Union team, who testify that but one accident happened to their racing wheels during the past season, that one being the breaking of Sanger's wooden rim when he went over the bank at Cleveland.

### Douhet Sells the Winton.

A. E. Douhet, who for the past twelve years has been identified with the cycle trade, is now on the road booking orders for the Winton Bicycle Co. in the state of Ohio. Mr. Douhet is a Frenchman by birth, but a thoroughbred American by adoption, and can demonstrate the merits of the Winton in English, French, and German. Mr. Douhet is one of the most popular bicycle travelers in the business and reports that "the Winton is a winner" on his order book.



A. E. DOUHET.

### New York Tires Selling Well.

Frank White, of the New York Tire Co., is in Chicago. Mr. White has closed several contracts here. "And they are whales as orders in the tire business go," said he. "We are closing deals all over the country and have orders already for more tires than we sold all last season. The past season has been a very successful one with us. We dabbled in racing a little early in the season, just long enough to demonstrate that ours was as fast a tire as any made. We did not pay riders a cent and so lost them, but we have won a share. We have proved the strength of our light road tires, for a set weighing but twenty-four ounces has been put to 5,600 miles of road use this year."

# Tribunes for '95.



LIST PRICES ESTABLISHED, AND  
NEW MODELS READY FOR  
PROMPT SHIPMENT.

WRITE FOR ADVANCE SHEETS AND TERMS. NOW IS  
THE TIME TO SELECT THE LINE YOU WILL HANDLE  
FOR '95. DO NOT WAIT UNTIL SOMEONE ELSE GETS  
THE AGENCY FOR THE TRIBUNE.



The Black Mfg. Co., Erie, Pa.



## ENGLISH WHEELS NOT IN IT.

**EDITOR THE BEARINGS:** Recent developments in the matter of reduced list prices are in line with my prediction of three years ago, at which time I stated that the time would soon arrive when the English maker would find it impossible to market his product in America. That time is here, when regardless of what the duty may be, English wheels can not be sold to advantage in this country, but on the other hand the American maker can market his goods in Europe at a profit and in competition with the English manufacturer. The leading makers of this country at the present time are building better bicycles and at a cost equally as low as the English, and therefore, the days of bicycle importation are past.

The recent declaration of one of our leading makers regarding list prices for '95 was not surprising. It undoubtedly had become evident to the maker in question that the public was becoming convinced that bicycles were being produced and sold, the equal of any, at prices much lower than his, and in order to maintain his position in the trade a lower list price was necessary. Regarding the list price of high-grade bicycles, I consider the action on the part of the maker in question one of the most favorable to the interests of cycle makers in general which has ever been presented. Previous to the announcement that Columbias would be sold in '95 at \$100 there was every indication that there would be an overproduction, and a general demoralization of prices in consequence, but the establishing of a \$100 list will have the effect of creating a very much greater interest in cycling, and all reputable makers will derive increased benefits therefrom, and the fear of overproduction is averted.

It does not follow that because of the reduction made by Pope that it will be necessary for the many high-grade manufacturers, who established a lower list last season, to further reduce their prices, as the public have learned that there are many bicycles on the market, which have been sold as low as \$100, that are in every particular equal to the best that can be produced. All reputable makers at the present time are using practically the same grade of material; none are using malleable iron, plain cone, or parallel bearings, as was the case a few years since.

I predict for 1895 the most prosperous season in the history of the bicycle industry.

L. M. RICHARDSON,  
Assistant Manager Monarch Cycle Co.

## Advertising The Relay.

"The key to health and happiness is, ride a Relay." This is the text being hammered into the public minds by means of a neat little advertising card sent abroad by the Relay Mfg. Co., of Reading, Pa. The Key appears embossed on the card. The list on Relays the coming season will be \$100 for the special road racer, \$85 for the roadster, \$90 for the ladies' Relay, and \$75 for the Crown.

A photo card of Christian Ganz, showing his Relay and sail attachment bearing the Relay ad, with that of the Omaha agent, M. W. Barnum, is also being circulated. Ganz is a man of thirty-four. He has rigged on his wheel a neat sail attachment. Assisted by this sail Ganz rode from Omaha to New York, using this mutton-leg sail as a helper. He rode on one day 118 miles, and while traveling through the Alleghany Mountains was able to walk and ride but thirty miles in a day. The wheel met with no mishap whatsoever.

## Bell Patent Upheld.

The suit for infringement of patent brought by the New Departure Bell Co., of Bristol, Conn., against Bevin Bros. Mfg. Co., of East Hampton, Conn., has been decided in favor of the New Departure company, in as far as the patent refers to bicycle bells. On the counts referring to the novel striker used by the plaintiff for use in bells of all characters, and as applied to door bells, the defendants obtained the decision. The decision, however, gives the New Departure company the exclusive right to manufacture the peculiar patterns of bicycle bell that they have been marketing for some time, and will prevent the Bevin brothers from the further sale of their rotary bicycle bell.

## Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women, and even old men would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill.

## The Stearns in Chicago.

F. Howard Tuttle has succeeded in placing the Stearns with the Thorsen & Cassady Co., of Chicago, for a large territory, receiving a large order for Yellow Fellows. This will give the Stearns live representation in Chicago, where it has previously "been out of the game" down-town. Mason & Mason, the West Madison Street cycle dealers, have hitherto had the agency, and the large number of Yellow Fellows in the west division, bespeak the popularity of the wheel.

Thorsen & Cassady will have a very complete representation on the road, including M. A. Mead, well known in this territory, Hal Greenwood, the Hill climber, and Charles Walker.

## TRADE NOTES.

Julian L. Franck, late of A. U. Betts & Co., will represent the Overman Wheel Co. in Iowa and Wisconsin.

F. Ed Spooner leaves Chicago this week to travel through eastern territory for the Palmer tire. Spooner will be gone until Christmas.

Morgan & Wright deny that Johnson made his records on hosepipe tires. They state that inner tube tires were used in all of the record-breaker's attempts.

The Hill Cycle Mfg. Co. have plans to double the capacity of the factory, orders on hand at the present time warranting even a larger increase of capacity than this.

Hibbard, Spencer, Bartlett & Co., of Chicago, have been appointed sales agents and distributors for the Indianapolis line of G. & J. tires by the Indianapolis Rubber Co. They will carry a large stock of these tires.

Morgan & Wright are evidently planning an invasion of Europe, for the English papers just to hand contain the firm's advertisements, together with several nice reading notices.

Agents who wish to secure the most salable line of wheels on the market, select Crescents because they are strictly high grade bicycles, honestly and fairly listed at a price within the reach of the public.—Adv.

C. F. Guyon, 97 Reade Street, New York, manager of the eastern branch of the Monarch Cycle Co., spent several days in Chicago this week, in the company's offices. He is arranging to push the spring trade in the east.

The United States Tire Co., of New York City, desire to arrange for the services of one bright young man in each club in the country to show to his fellow-members the special features of the mechanically fastened United States tire.

Absolute protection in exclusive territory, no cutting of prices permitted under any circumstances, and a complete line of high-grade wheels for man, woman, and child, makes the Crescent agency the most valuable.—Adv.

George Hilsendegen, of Detroit, when in Chicago last week, placed an order with the Monarch Cycle Co. for 500 wheels of their '95 pattern. Mr. Hilsendegen is a staunch Monarch admirer, and will push the sale of this wheel the coming season in his state.

Another Louisville firm handling bicycles has given up the game. The Union Mfg. Co., furniture dealers and agents for the Falcon line, made an assignment last week in order to close out their business. It is believed that the Yost company lose very little by the failure.

Dealers who now represent the Western Wheel Works desire to continue the agency for Crescent bicycles another season. No stronger recommendation of any wheel could be given. Crescents are money makers.—Adv.

Forty bicycle trunks have been ordered from Charles T. Wilt, the Chicago Trunk Manufacturers, by the Pope Mfg. Co. This is a slight indication of the great number of traveling representatives this concern will send out in addition to the regular number.

L. W. Conkling, of the St. Louis Refrigerator & Wooden Gutter Co., manufacturers of the Lu-mi-num, is in Chicago for a week's vacation, the first he has taken in four years. "Lu-mi-num wheels in '95 will be distinctly in it," said Mr. Conkling.

An order for 500 wheels for '95 has been received by the Sterling Cycle Works from their coast man, C. G. Field, who also covers the entire west for the company. The Sterling Cycle Works now have orders for a large proportion of the output of the coming year.

The Clark Cycle Co., of Baltimore, will shortly close its doors forever to the cycle trade. The Messrs Clark have been in the cycle business constantly for seventeen years. The retail business of Baltimore has been poor the past year and they are disgusted with the business.

Some people select a bicycle the same as they do a cigar—by the price. High price does not always signify high grade. Trials tell the story. Crescent bicycles have successfully withstood all tests. They have the approval of experienced riders and the leading dealers everywhere.—Adv.

The C. F. Guyon company, 97-99 Reade Street, New York, which held a local agency last year, has been made the eastern branch house of the Monarch Cycle Co. and will hereafter handle all the stock for that territory. The Monarch is now contesting for popularity in that quarter with eastern made wheels.

The Monarch Cycle Co. have in press 150,000 copies of an abridged catalogue for 1895, that will be ready for distribution about December 1. This pamphlet will be descriptive of their new patterns, giving full illustrations of the Monarch's five new styles, which range in weight from eighteen to twenty-five pounds.

F. F. Ide & Co., of Peoria, manufacturers of the Ide, a wheel that has sprung into great favor during the past season, will be listed during the coming year at \$140, and this list will be maintained. So Mr. Ide is reported as having said to a traveling man who was in Peoria recently. The Ide



has a number of features that are embodied in no other wheel; is light, easy running, and made by the best mechanics in the business.

Burton A. Becker, treasurer of the Elmore Mfg. Co., was in Chicago the latter part of the past week. Mr. Becker says that his company is now located in a fine large factory at Clyde, Ohio, and will turn out from 3,000 to 5,000 wheels this season. The Elmore of '94 listed at \$100 and this year's product will list at \$75 and be in many ways a superior wheel.

The Edison Phonograph & Typewriter Co., of Asheville, N. C., W. D. Gash, manager, will represent E. C. Stearns & Co. throughout a large portion of the south. Mr. Geo. Fitzsimmons, the southern champion, and who is known as "Greensboro Fitzsimmons," together with J. S. Moody, another popular southern rider, have taken to the road and will boom the Stearns in the southland.

The Petaluma (Cal.) Incubator Co. have been appointed Pacific coast distributors for the Queen City Cycle Co., of Buffalo, N. Y., who manufacture the Erie and Seneca bicycles. The Petaluma company have inaugurated a bicycle department in conjunction with their business, and they expect to do their share toward increasing the interest already manifested in cycling matters.

When the Western Wheel Works made their prices for Crescents last January, they stated that they would not be changed for years to come and they are advertising extensively accordingly that Crescents will list the same next year. At the same time, they will improve their wheels in every way possible, so that the Crescent buyer will get even more value for his money next season than he secured this.

The Excelsior Supply Co., of 250 Wabash Avenue, have secured the double store, at the northeast corner of Wabash Avenue and Van Buren Street, Nos. 276 and 278. C. H. Plumb will be in charge, and with the well-known Thistle and other lines, expects to take his full share, and more too of Chicago retail trade. The new store is one of the finest and lightest on the street, and will make a splendid showroom.

A report comes to THE BEARINGS that Colonel Pope, H. A. Lozier, the Western Wheel Works, and other large manufacturers had, and may have in contemplation yet, the construction of a large office building in Chicago, especially for the bicycle trade. It is also said that these firms contemplated congregating in the building their main offices, and thus saving a vast amount of labor. How much truth there is in this rumor we are not prepared to say.

W. S. Winchell, a Batavia mechanic is manufacturing a 31½-pound wheel, called the Batavia. He will establish a factory at Batavia, Ill., a town on the Elgin-Aurora century course, forty miles from Chicago. This little city contains many large machine shops, and is the home of hundreds of expert mechanics. Mr. Winchell will group around him as many of these as his business will warrant, and hopes to turn out a salable bicycle to list at \$90. The line will include both ladies' and gents' machines. For years Mr. Winchell has been the leading cycle dealer of the city, and there are few better posted men in the cycle line, than he.

A. R. March, formerly of the March-Davis Cycle Co., Chicago, is now engaged in the manufacture of a high-grade wheel of light weight and great strength, to be named the March, with some hyphenated addition to characterize it from the regular March now being turned out by the old company. March will shortly start out on a trip covering California, Texas, and Mexico, where the March is well known. His new company, now being formed, will also manufacture hubs and the parts that assembled, make a bicycle, and these will be jobbed extensively. In his new venture Mr. March, who is himself an expert mechanic, has ample backing.

A very interesting exhibit at the coming Chicago cycle show will be the display of the Two Speed Bicycle Co., of Chicago. They will have their

original fifty-pound wheel, built in the spring of '92, their first '94 thirty-four pound wheel, their twenty-two pound road racer, built for Dodson, on which he has made some remarkable records in road racing and hill climbing this season, and finally they will show their '95 twenty-four pound road wheel, which is a marvel of beauty for a geared machine. The whole exhibit will be interesting to the cycling public, as it will show the wonderful advance that has been made by this company in three years of practical testing and experimenting.

## WANTED==A Position for '95

with a bicycle manufacturing firm, as European salesman. A mechanic fully conversant with the bicycle business, speaks fluently French, German, and English, and can handle trade and riders. Best references.

"VELOS," care BEARINGS.

MAN IN CYCLE BUSINESS IN WISCONSIN, who has had experience on the road would like to represent some cycle firm in Wisconsin or other good territory for the next two or three months. Can give references. Address P. & C., care BEARINGS.

GET IN LINE—WE WILL SHIP  
A '95 MODEL

## TEMPLE SPECIAL

TO ANY RELIABLE FIRM WISH-  
ING TO CONTRACT FOR A  
NUMBER OF WHEELS.

ALL WEIGHTS... \$100 ONE PRICE.

## THE LADY TEMPLE,

WEIGHT, 23 AND 25 LBS.,

IS A WORLD-BEATER. SEND FOR OUR  
'95 CAT.

RALPH TEMPLE CYCLE Co.,  
2208 MICHIGAN AVE., - CHICAGO, ILL.

MENTION THE BEARINGS

365 DAYS AHEAD OF THEM ALL  
17 to 23 POUNDS  
CATALOGUE FREE  
FACTORY. HOLYOKE, MASS.

A LITTLE HIGHER IN PRICE, BUT—  
ABSOLUTELY...THE BEST OILER IN THE WORLD



PRICE 25c. EACH.

Regulates supply of oil to a drop. Does not leak. Has won every test in competition with other oilers.

WE MAKE CHEAPER OILERS; ALSO OILER HOLDERS AND PUMP HOLDERS.

CUSHMAN & DENISON, 172 Ninth Ave., N. Y.  
Mention The Bearings

## WANTED FOR EXPORT

500 to 1,000 cushion tired  
safeties—must be cheap  
also pneumatics.

L. C. JANDORF & Co.,

New Stores, 57 Park Place and  
17 & 19 College Place, New York.

Mention The Bearings.

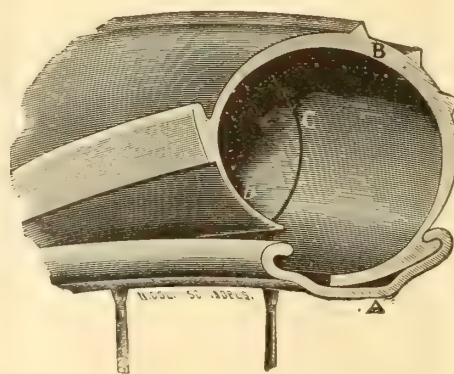
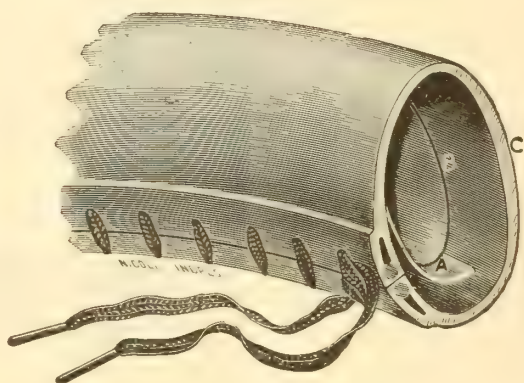


# High Grade Tires!

Hibbard, Spencer, Bartlett & Co.

Chicago Agents for

our G. & J. line.



Manufacturers & Merchants

Warehouse Co. 24 W. Water St.,

Chicago Agents for our Cement line.

Our Prices and Samples will surprise you.....

Indianapolis Rubber Co., Indianapolis, Ind.

## PISECO HEARD FROM:

BUFFALO WHEEL COMPANY,

April the 26, '94.

DEAR SIR: I am visiting my brotherinlaw hear in Syracuse n y my home is in Piseco n y. I have a boy Peter 17 yrs old, wais 117 lbs quite a chunk of a boy and he is all over fer a bickel. I cant aford to pay a big price fer one. now, we have a handy black smith to our place an he said if it want fer the whels he culd git up as good a bickel as ever was made. his name is jud spencer, he is owin me fer apples I sold him last fall and is a leetle tuff to collect from.

I spoke to my brotherinlaw bout it an he said you made whels so I rite to find the cost, do you charge the same fer painted or not painted whels, and are the hubs board the rite size fer the axeltre. I thot if the holler works, the iern part, was better than the solid I'd have jud boar out some bars, but his boarer is short an I'm frade wont do. my brotherinlaw says the frame work shuld be holler by all meens. What do you think I culd git some 1-2 in. gas pipe hear cheep an think it wuld do. Do you put on rubber rims to your whels and be they wide so as to balenc esy? I herd suthin bout ball barins but I gess they dont mount to mutch only fer ornament.

Now bout the cog whels do you think the frunt cog whel aut to be obelong er round, an do you put cogs on the hind hub Can I by the drivin chane by the foot or do you think jud culd make it? I hev a hay teder chane but gess it wuld be too hevy. Wuld it need a brake jud thinks he culd make one to work with the foot but if it aint necessary I wont go to the expenc. jud ses he has a bran new reeper seat he culd put on. I want the bickel done fer my boy's birthday wich is in june. Now when culd you git out the whels an how mutch be they. rite me all bout it fore I go home next week so I can send the money.

jud giv me this drawin of bout what it aut to be he sed. Please return it fer jud to go by.

Yours truley,

JOHN MARTIN,

adress to No. — street.

Surely this boy was the rara avis---a simon pure, unpolluted Class A eligible, so we sent our best man to see Mr. Martin.

"Peter" now rides the

## " NIAGARA."

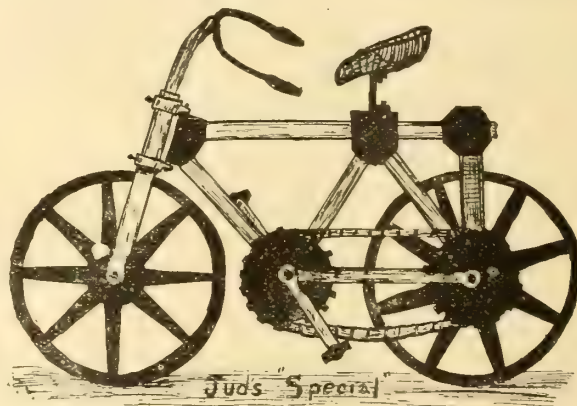
A LETTER FROM PETER

dated June 20, says: "I just beat Jud Spencers black mare Jenny. Jud was coming from the city, Jenny was hungry and he let her out. I past him but dassent slow up and had to run over the Deecons best drake which killed him. Pa says tell you the hollow piping must be tuff. Pa had to pay for the judges hitchin post I broke down before I could ride good. Do you want a testimonial? Write me out one and I will sign it."

Send for NIAGARA catalog to....

BUFFALO WHEEL CO., Buffalo, N. Y.

MENTION THE BEARINGS.





# THE BEARINGS

Vol X  
No 18

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, NOVEMBER 30, 1894.

## THE GREAT INDOOR TOURNAMENT.

Zimmerman, of Course, Wins as He Pleases—Martin a Great Surprise—C. M. Murphy the King B Man of the Week.

NEW YORK, Nov. 27.—The grand international bicycle tournament at Madison Square Garden began here today amid the most satisfactory conditions. The meet is being held under the auspices of the Metropolitan Association of Cycling Clubs, although W. B. Troy and the Garden company are really the instigators and "real people" of the entire affair. Manager Charles A. Sheehan deserves unstinted praise for the manner in which he has labored for the tournament which at this early date is a positive success. The track is ten laps to the mile and banked over eight feet on the turns. The start and finishing point has been placed midway on the northern, or Twenty-seventh Street, stretch of the track. Owing to the enormous size of the entry list it has been found necessary to run trial heats in the afternoons. On Thursday alone over 600 entries have been received for the various events scheduled for that day.

No pacemakers were used today, although it is understood that they will be during the remainder of the tournament. During the afternoon trials the admission to the Garden is placed at 50 cents; that price will be doubled and tripled in the evening. There were about 500 spectators at this afternoon's trial heats, fully 8,000 persons being present, however, tonight. The enthusiastic reception tendered champion Zimmerman made up in sincerity and affection what it lacked in volume. Nothing of especial moment occurred in the afternoon. There was an unusually large number of spills, the most remarkable of which was the

### Fall of the Mighty "Zim"

who went down heavily in the first trial heat of the one-mile professional event. Notwithstanding the viciousness of the cropper, "Zim" was up and off the track in less time than it takes to write it. He was rather badly skinned and bruised, but rode again in another trial heat of the same event, thereby qualifying for this evening's final. The fall caused the champion much inconvenience, although his riding tonight did not show it. Of course his reception at the afternoon heats was not what might be termed overwhelming, owing to the small size of the audience, but tonight when the show really began he was received as might have been Cæsar returning from a triumphant tour of victories.

The parade of the men representing their various nations began at 3 p. m. Wheeler, Colombo, Edwards, Lesna, Verheyen, Ellrich, Martin Delesio, Waller, Van Emburg, and all the other professionals taking part Wheeler was cheered enthusiastically, as were the champions of the various foreign countries as they passed in review, the band meanwhile rendering the national airs of their respective countries. The only error made by the musicians was their mistaking Verheyen for the Irish champion, and instead of playing "Die Wacht am Rhein" they burst forth in one grand harmony of sound "St. Patrick's Day." When all the others had been disposed of and the band had answered Manager Sheehan's signal by the "Star Spangled Banner" and "America" the grand crowd of expectant onlookers knew that they were about to gaze upon the form of Arthur Zimmerman, champion of the world, and on he came, the clash of the music being added to by the hoarse roar of the people, the mighty encore traveling in waves about the arena, then echoing back and forth until the building fairly trembled. Never before was such a wild outburst as this heard in old Madison Square Garden. "Pop" Zimmerman was there, and those who watched him as his son Arthur was received so enthusiastically by the people noticed

### A Tear in His Eye,

which remained only long enough to brighten it and then drop slowly down his cheek. Well might he be proud of his boy, the idol of America, and an honor to the sport of cycling.

As to the races, a summary will describe them best. Being run as they are on a ten-lap track they seem to be a continued flash slam bang—the bell, one more lap, hurroo, "Zim" first. That covers the professional races. Of the others W. A. Barbeau in Class A showed the best today. In Class B "Nat" Butler did some splendid work, as did "Mother" Murphy. Raymond MacDonald was unfortunate in sustaining two bad falls during the day; but for this the Columbia representative would easily have been first each

time. Charley Murphy, Louis Callahan, McDuffie, Ganse, and G. Fred Royce also fell during the day and evening, but none were severely injured. Of the professionals Wheeler went down on the eighth lap of the five-mile event tonight, taking with him Colombo and Martin. Martin really caused the fall, his tire meeting with an accident and taking him down first. Zim was ten lengths in front at the time and won easily, with Verheyen second. A discussion arose between Colombo and Martin as to who finished third. Referee Raymond deciding in favor of Martin. Guerry, of France, Appel, of Rochester, N. Y., and one or two other professionals fell during the day, and probably twenty-five novices and Class A men did likewise. No one was injured badly, as far as is known.

The Riverside Wheelmen won four races today with their representatives, the Kings County Wheelmen winning three and the New York Wheelmen two. The contest for the large slab of solid silver given by the *Times* to the club turning out the greatest number of winners is very animated; the Riversides seem to have a mortgage on it. Herbie Githens came in tonight from Chicago, as did "Bob" Abbott.

### Johnson to Ride Against Time.

Johnson will be here Friday to go exhibition trials, so C. M. Murphy says. A. W. Porter is considering an offer to turn professional and may do so at any moment. Githens will ride tomorrow. Dirnberger has closed with the Syracuse people for 1895 and will shortly go for the records in California. It is said he is after "Pie" Bliss for a racing mate. Waller, Martin, and Starbuck arrived unexpectedly from France last Sunday morning. Starbuck will be a formidable man for Lesna in the 24-hour event, beginning Friday night. All three of the men will ride in it. Eddie Bald is here, but will not race. It has just leaked out that in a private trial recently Bald tried a fast mile over the Tonawanda course, but only made 2:35. The time was so far from expectations that Bald spent over \$200 keeping it from the general public. He intended doing at least 1:35 for the mile. Saturday night the entire Princeton-Yale crowd, direct from the football game to be played on Manhattan Field that day, will attend the Garden in a body. The following are the

### Summaries of The Finals.

One-mile.—A. M. McIntyre, first; N. M. Bower, second; B. R. Sackett, third. Time, 2:39 3/5.

One-mile 2:15 class, Class B.—Nat Butler, first; Monte Scott, second; W. F. Murphy, third. Time, 2:24 1/2.

Half-mile, Class A.—W. A. Barbeau, first; E. Hodgson, second; O. Hedstrom, third. Time, 1:13.

Five-mile, Class A, two-mile heats.—W. A. Barbeau, first; C. K. Granger, second; J. M. Baldwin, third. Time, 14:45 1/2.

Three-mile lap, Class B.—Nat Butler, first; E. A. McDuffie, second; C. M. Murphy, third. Time, 7:28 1/2.

Half-mile, Class B.—C. M. Murphy, first; Ray MacDonald, second; E. A. McDuffie, third. Time, 1:10 3/4.

One-mile, professional.—A. A. Zimmerman, first; H. C. Wheeler, second; W. Martin, third. Time, 2:23 1/2.

Five-mile, professional.—A. A. Zimmerman, first; Alex Verheyen, second; W. Martin, third; L. Colombo, fourth. Time, 13:09 1/2. Wheeler fell and did not finish.

## SECOND DAY.

NEW YORK, Nov. 29.—The second day of the bicycle tournament closed here tonight amid a blaze of glory and enthusiastic applause of an indescribable nature. The trial heats of the various events of tonight were run off this afternoon before an audience of about 1,000 persons. There were not less than 6,000 present tonight. Chas. H. Luscomb officiated as referee and was a complete success, excepting in one case, where a race was decided to be a dead heat between Alexander Verheyen, the German champion, and Harry Wheeler. In this event the judges disagreed as to whether it was a dead heat or a win for Verheyen. There was no question as to whether Wheeler had been beaten or not, so that in the name of all fairness the race should have been given to Verheyen. Naturally those interested claimed that the "Kid" had won, but if Eddie Bald won the big race at Springfield last September, then Verheyen beat Wheeler tonight—not so decidedly, perhaps, but an inch is as good as two lengths if the officials are impartial. Judge Wagner, of the C. A. C. is principally to blame for insisting on a dead heat before any question arose, the other judges following him like sheep. This Wagner has officiated in three



positions since the meeting opened, creating the same bad impression on each occasion.

In the race in question the starters were Wheeler, Verheyen, Edwards, Ashinger, and Guerry. Wheeler started to make a run away race of it, and succeeded in opening a gap of half a lap before seven laps had been completed. Verheyen at this point started after Harry, and gradually overhauling him, was but one length to the bad as the last turn was entered; this he cut down still further as the home stretch was entered, and by a mighty effort

#### The German Apollo

fairly lifted himself and wheel across the tape, winner by less than six inches, amid the cheering of the vast audience. The writer, standing directly at the finish, knows whereof he writes. The announcement of "dead heat" seemed to please the crowd, however, as Wheeler remains the idol of the public, as was the case in the days of the cash-prize league.

In the 2:40 class, Class A event, Tom Butler, of Boston, proved himself a remarkable rider, showing the tact of an old time racer, and winning easily from James F. Barry, of Bayonne; Oscar Hedstrom, of Brooklyn, running a good third in 2:29, which equals the American indoor mile record previously held by Starbuck, but which has been broken repeatedly at the Garden today and yesterday. Tom Butler also won the two-mile handicap, riding from the thirty-five yard mark in 5:06½. In this race A. J. Hargan, of Newark, locked wheels with another rider whose name could not be learned, both men falling heavily. Hargan was the more hurt of the two.

In the one-mile Class B event Eddie McDuffie won in a driving finish from C. M. Murphy, the Flatbush champion, who later on, in the five-mile indoor championship, finished first in 13:05½, McDuffie being second, and Monte Scott, a recent addition to Class B, a good third. This also establishes a new indoor record.

W. A. Barteau, the Riverside Wheelmen's representative, won the three-mile Class A race in 7:56½, thereby increasing the chances of the R. W.'s toward winning the *Times* silver slab. "Pop" Granger, another Riversider, finished second in this race, much to the delight of his club's delegation, a noisier set than whom never viewed a race.

Nat Butler carried away the mile handicap, Class B, in royal form, a crowd of Bostonians, headed by Charley Percival, making the Garden ring with a combination Boston-Butler cry in consequence; Gause, of Washington, romped in second in this race; "Billy" Murphy, resplendent in a tri-colored suit of tights, landing third in 2:23½.

#### The Ten-Mile Professional Race

was run in trial heats of three miles each, the winner of each heat to qualify for the final, also the fastest second, which let P. J. Berlo in at the death. Zimmerman easily disposed of his only rival in the first heat, Jay Eaton, of Elizabeth, riding against the champion who never saw him after the start. Time, 7:45½. Verheyen was an easy winner of his heat over Colombo and Appel in 8:20. Edwards won his heat over Ashinger and Albert in 8:17½. Wheeler and Guerry were the only starters in their heat, the Frenchman quitting at the end of the first mile and a half, Wheeler being allowed to stop a few laps later. No time taken. Wm. Martin, Pete Berlo, and Lesna was the order of the finish in the last trial heat. Time, 7:36½, which being the fastest heat, let Berlo into the final. The final of this race closed the evening's programme. Lined up to do battle were Zimmerman, Wheeler, Verheyen, Edwards, Berlo, and Martin. Each man took his share of the pace, until the eighth mile, when Martin jumped the crowd and in a twinkling was away out in the lead. Zimmerman started after him, but on the beginning of the ninth mile the bolt of his chain dropped out, causing him to withdraw from the contest, which otherwise, might have been lost. Wheeler then took up the chase, but to no avail, and while the crowd hoarsely yelled and cheered for Martin, Wheeler and Verheyen, who has become quite popular, old Bill Martin took unto himself an electric sprint and won all out by two good lengths from Wheeler, who was as far before Edwards third.

#### The Summaries:

One-mile, 2:40 class, Class A.—Tom Butler, first; James T. Barry, second; Oscar Hedstrom, third. Time, 2:29.

One-mile open, Class B.—E. A. McDuffie, first; C. M. Murphy, second; Ray MacDonald, third. Time, 2:25½.

Two-mile handicap, Class A.—Tom Butler, 35 yards, first; W. A. Barbeau, 40 yards, second; E. Hodgson, 90 yards, third. Time, 5:06½.

Five-mile indoor championship, Class B.—C. M. Murphy, first; E. A. McDuffie, second; Monte Scott, third. Time, 13:05½.

Three-mile open, Class A.—W. A. Barbeau, first; C. K. Granger, second; W. C. Roome, third. Time, 7:56½.

One-mile handicap, Class B.—Nat Butler, 20 yards, first; Charles E. Gause, 70 yards, second; W. F. Murphy, 40 yards, third. Time, 2:23½.

Ten-mile open, professional.—William Martin, first; H. C. Wheeler, second; A. C. Edwards, third. Time, 27:59.

One-mile open, professional.—Dead heat between Alexander Verheyen and Harry Wheeler; Edwards, third. Time, 2:22½. Purse divided.

#### THANKSGIVING DAY RACES.

NEW YORK, Nov. 30.—There was a strike of the racing men today and as a consequence Referee Prial had to resign from his official position. The trouble was caused by the disqualifying of Alex Verheyen for looking behind at the afternoon races. No one fell, nor were anyone's chances injured, but the referee decided that Verheyen should be punished, and disqualified him, giving the race to Wheeler, who finished second. But the Orange lad stuck by his friends and refused to accept the race, giving the money to Verheyen, who, he claimed, rightfully won it. The foreigners were wrath at this decision, and declared that they would race no more while Prial was officiating as referee. The rest of the afternoon races were

run off, and it was thought that the trouble had blown over. C. M. Murphy won the two-mile scratch, Class B, after a hot fight with Nat Butler. W. F. Murphy, C. E. Ganse, Monte Scott, and E. A. McDuffie were run off their legs. W. A. Barbeau won the Class A one-mile championship.

"All out for the B races," shouted the clerk of the course this evening. But no one stirred. He yelled again and again, but still they refused to come out. Finally a delegation of racing men waited on the officials, and informed them that no more races would be run as long as Prial acted as referee. The officials tried to have the B men change their minds, but the members of the A. L. R. C. stood firm. But when the professionals and A men struck too, no one knew what to do. As the easiest way out of the affair Prial withdrew, and the races went on as it nothing had happened. Charlie Murphy won the mile championship in 2:27, running the legs off McDuffie, Scott, Butler, W. F. Murphy, and Githens.

Martin and Verheyen collided in their heat of the two-mile professional, and Martin was carried off, considerably bruised.

#### Martin Protested Verheyen,

who won the heat, but the claim of foul was not allowed. The officials became rattled while the two-mile handicap, Class A, was being run, and it took them a long time to figure out that Hodgson had won it. Butler quit in the five-mile, Class B, open, and "Brother Charl" Murphy again defeated W. F. Murphy, Ganse, and Scott.

No one except the officials could see why Martin should start in the final of the two-mile professional, but when the pistol was fired the hero of six-day races was then with Zimmerman, Wheeler, Edwards, and Verheyen. Martin started a sprint right from the pistol and gained quite a lead before the others realized it. Then A. A. Jimmy got mad and sailed after him, caught him, and was soon half a dozen lengths in the lead. The race was all over then except the shouting, and the others had it out for second place. Here is where the old warhorse, Martin, showed up, defeating such sprinters as Wheeler, Edwards, and Verheyen for second place. That this long-distance plugger should develop such a sprint is wonderful, and the others were

#### Obliged to Eat Humble Pie.

The twenty-five mile professional was the race of the evening. Wheeler, Berlo, Appel, Verheyen, Martin, Colombo, and Van Emburg were among the starters. Wheeler and Berlo were after the race, and by hard work succeeded in lapping the field. But Verheyen and Martin were not to be shook off in this manner and caught the leaders on the third mile. Appel fell twice, and Berlo quit on account of a bursted tire. Eight miles were done in 21:04½, ten miles in 26:10, twelve and one-half miles in 33:26, twenty-three miles, one lap in the hour, and the twenty-five in 1:08:31. Martin won the race from Wheeler, Colombo being third. Van Emburg and Verheyen were distanced.

#### Summaries:

Five-mile indoor championship, Class A, final heat.—Tom Butler, 25 yards, first. Time, 14:25½.

One-mile 3-minute class, Class A, final heat.—J. G. Sheehan, first. Time, 2:43.

Two-mile open, Class B.—C. M. Murphy, first. Time, 4:54½, beating indoor record by 7½ seconds.

One-mile handicap, Class A.—Tom Butler, 25 yards, first. Time, 2:25.

Two-mile handicap, Class B, final heat.—Nat Butler, 30 yards, first. Time, 4:49½.

One-mile professional.—A. A. Zimmerman, first; Alex Verheyen, second. Time, 2:34.

Two-mile professional.—H. C. Wheeler, first; A. C. Edwards, second; Colombo, third. Time, 5:23. It was in this race that Verheyen was disqualified.

Twenty-five-mile professional.—Martin, first; Wheeler, second; Colombo, third. Time, 1:08:31.

#### The Preliminaries on Thanksgiving.

NEW YORK, Nov. 29.—The morning trial heats of today's races were run this forenoon before a scant attendance of not over 200 persons. The half-mile Class A race was decided in a hot finish, Edward G. Krumm winning, Joseph G. Sheehan second, and W. L. Leseur third. John H. Lake, of Port Richmond, finished third, but was disqualified for foul riding. Lake was warned repeatedly, but duplicated his unfair riding again and again. In the one-mile 3 minute Class A race, eight trial heats and three semi-finals were run, those qualifying to ride in the final heat this afternoon. There were three trial heats in the five mile Class A championship, nine men qualifying for this afternoon. The best time, 5:08½, was made in these heats, Tom Butler, of Boston, doing it. In the mile handicap, Class A, four heats were run, two men in each heat qualifying. It is confidently expected that the Garden will be crowded to its utmost capacity at this evening's events. Githens rides in this afternoon's races.

#### LOZIER'S PLANT DESTROYED BY FIRE.

TOLEDO, OHIO, Nov. 28.—The factory of the Lozier Mfg. Co. was destroyed by fire between 6:30 and 7 o'clock this evening. The last of the 500 employes had left the mammoth structure but a short time before the alarm for the fire was sent in. The factory is nearly three miles from the center of the city, so that when the first of the fire apparatus arrived on the scene the flames had control of the building. All but three of the eleven fire companies responded to the alarm, only to find there were but two hydrants from which to take water. The two streams were wholly inadequate to cope with the blaze, and half an hour after the alarm was given the factory was almost a ruin.

The fire started in the assembly room of the factory, and was caused by the explosion of a large tank of enameling fluid. The loss is \$500,000, with insurance of \$350,000. The company had 25,000 wheels under way for next year's trade. The insurance is divided among all the agencies represented here.



## TWO MILES UNDER 4 MINUTES.

**Johnson Takes a Huge Slice Off the Record—Formal Opening of the New Track at Louisville.**

LOUISVILLE, KY., Nov. 24.—The new track was formerly opened today by a race meet. It seems as if every one went to the races, and the street car line connecting with the electric line was swamped. By 1 o'clock every street leading to the park was crowded with bicycles and other vehicles. There were 2,000 howling enthusiasts present when the first race was run. The events were all good, although the scarcity of competitors made the meet tame. But Johnny Johnson came to the rescue and added a little pepper sauce to the meet by adding one more record to his string.

Johnson was the first man to ride one mile under 2 minutes, and he was also the first to ride two miles under 4 minutes. After the novice race Johnny had a shy at the two-mile, flying start record of 4:02 $\frac{1}{2}$ , held by himself. The quad took him the first two laps; then the triplet took hold for a ways, while the tandem brought him home. Johnson's time was 3:54 $\frac{3}{4}$ . The intermediate times were: Quarter mile, 28 $\frac{1}{4}$ ; third mile, 36 $\frac{3}{4}$ ; half mile, 55 $\frac{1}{4}$ ; two-thirds mile, 1:15; three-quarter mile, 1:25 $\frac{3}{4}$ ; one mile, 1:55 $\frac{3}{4}$ ; one and a quarter miles, 2:25 $\frac{3}{4}$ ; one and a third miles, 2:34 $\frac{3}{4}$ ; one and a half miles, 2:53 $\frac{3}{4}$ ; two miles, 3:54 $\frac{3}{4}$ .

J. H. Riggs had the honor to win the

### First Race Ever Run on the New Track.

winning the novice from a field of six starters in 2:46 $\frac{1}{4}$ . These were seven starters in the one mile open, Class A. O. S. Kimble won it by fifty yards in 2:30; the time being state record. Hugh Caperton won the one mile

for records. If I hadn't had you for pacemakers I wouldn't have been in it for a minute. I want to thank you all."

As Johnny sat down two little tears rolled down his cheeks, but he brushed them aside in a sheepish manner, while his comrades cheered him enthusiastically. Kennedy, Gray and Billy Rhodes told funny stories, and finally the Stearns aggregation of 1894 was formally disbanded.

After the supper every one adjourned to the parlors, where a large number of Louisvillians were congregated to bid the boys good-by.

### The Stearns Team Disbands.

F. C. Riggs arrived in Chicago from Louisville last Monday, where he has been for the past two weeks watching Johnson break records. He says that the Stearns team has disbanded for the season, having gotten all the standing records from one-quarter up to two miles, and all of the flying times up to five miles. He left Eck, Johnson, Rhodes, and O'Connor in Louisville. It is Johnson's intention to have one more try at the unpaced mile at Louisville, and then go to Chillicothe. If the track there is good Johnson, Rhodes, and O'Connor will go for unpaced tandem and triplet records. Johnson will then go to New York to see the Madison Square Garden races, but will be there as a spectator only.

Riggs is very enthusiastic over the new track. He says that the quad can ride the track at a 1:35 clip, riding within four feet of the pole all the way around. The track is an exact copy of Waltham, but is banked into the straight, enabling the big machine to hold the turn easily. When Johnson broke the standing mile Wednesday week he could have lowered it



### Opening of the New Louisville Track.

John S. Johnson, in a bath robe, is the center piece. Next to him is Tony Landevich, the owner of the track. A. D. Kennedy, with a striped sweater, is holding the triplet, with Saunders and Murphy to his left. Anderson is holding the triplet with Mayo looking over his shoulder. O'Connor, Seavey, and Steenson are alongside of the quad. The veteran Eck is seated on the ground almost in front of Johnson. To his left is Frank Riggs, E. C. Stearns & Co.'s representative. Prince Wells, watch in hand, is at the extreme right of the line, to the right side of H. J. Jacobs, THE BEARINGS' traveling representative.

unpaced in 2:32 $\frac{1}{4}$ . E. J. Daubert gathered in the one mile scratch, Class A. Then a one mile handicap, Class B, was run off with five starters. Of course Johnson won it in the rattling good time of 2:10 $\frac{3}{4}$ . P. O'Connor was second, and "Chari" Murphy third. The five-mile handicap, Class A, had Daubert and Callahan on scratch. They caught the field on the fourth lap, but O. S. Kimble, 100 yards, beat them out in the sprint.

George Davisworth and George Fawcett then rode a mile on a tandem unpaced, in 2:12 $\frac{1}{4}$ . The consolation fell to F. Bachman.

### Summaries:

- One-mile novice.—J. H. Riggs, first; T. R. Knighton, second. Time, 2:46 $\frac{1}{4}$ .
- One-mile open, Class A.—O. S. Kimble, first; E. J. Daubert, second; Karl Thome, third. Time, 2:30.
- One-mile competition, Class A.—E. J. Daubert, first; G. P. Fawcett, second; O. S. Kimble, third. Time, 2:33.
- One-mile handicap, Class B.—J. S. Johnson, first; P. O'Connor, second; C. M. Murphy, third. Time, 2:10 $\frac{3}{4}$ .
- Five-mile handicap, Class A.—O. S. Kimble, 100 yards, first; E. J. Daubert, scratch, second; J. H. Riggs, 300 yards, third. Time, 14:00.
- One-mile consolation.—F. Bachman, first; B. B. Stith, second. Time, 2:45.

### The Banquet.

This evening the Stearns team was formally disbanded. The boys were all invited to a quiet little banquet, where they were royally entertained by Eck and Johnson. The veteran trainer thanked the pacemakers for the good work they had done, and said that he had never had a finer lot of men. Then there were cries for Johnson, and in response the speed king arose and said in his characteristic manner: "Boys, I am not much of a talker, but I want to thank you all for the great help you have given me during my trials

under 1:50, but he was only after the two-thirds and three-quarters records and rode the last quarter sitting up straight.

### Is He a Dark Horse?

Here is an opportunity for John S. Johnson, Bald, Tyler, Bliss, or any one of the dozen or more record breakers to gain fame and distinction. The number of riders of this class is increasing daily since Johnson's straight-away mile. All an ordinary rider needs is a good stiff gale of wind, a steep hill and watches fast enough to catch his time and a fast record is made.

Some days ago the Palmer Tire Co. received word from a man in New Brunswick, N. J., New Zealand, or somewhere else, the last initial being indistinguishable, in which the writer declared he had ridden "a unpased haf mil in 48 sekonds and kud du it agen and beter tu." The latest received by the Palmer Co. is as follows. This gentleman has ridden, so he says, 5,280 yards, which is in fact three miles. The effusion is as follows:

North Carolina Oct. 29, 1894.

MR. PALMER: this is the time I made on your tires Friday afternoon with my bicycle I rode one mile in 1 minute and 48 seconds, the distance was 5,280 yards my weight is 125 pounds, if any man can beat this time tell him to come along you can't beat a Palmer tire rider to save your life you can't down that fact I won every prize Friday afternoon.

(Assigned)

During the recent election in Minneapolis E. S. Winter organized a cycle corps of 100 wheelmen who brought in the returns. The old method of foot messengers was abandoned. This is the first instance in which entire reliance has been placed on cyclists in an important event of this sort.



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GEO. K. BARRETT, EDITOR.

**STILL TIME TO CONTRIBUTE.**

The case of Miss Myrtle Hopkins has abated nothing in public interest since the first announcement of her pitiful case to the wheelmen of the country through the columns of THE BEARINGS. The contributions that have been received have been fully up to our fondest expectations, and are still coming in, and we wish to assure those who have not already contributed that their mites will be quite as acceptable now as they would have been earlier and that there is need for every cent that the liberality of the wheelmen of the country can produce. It is true that Miss Hopkins, under the careful care that she has been able to obtain from the contributions of the wheelmen, has much improved, but the best medical attendance comes high, and there are many other expenses. Besides, the man who so recklessly, to put it mildly, ran over Miss Hopkins, has got to be made to pay the penalty of his carelessness. The Associated Cycling Clubs have gone into the matter vigorously, and the fund contributed through THE BEARINGS to Miss Hopkins will be turned over to the Associated Cycling Clubs for distribution. It has almost been decided to retain A. S. Trude, Chicago's most prominent lawyer, to prosecute President Wells. The contribution box is still open.

**THE MASSACHUSETTS ROAD COMMISSION.**

The work of the Massachusetts Road Commission is worthy of attention from every cyclist in America and from every farmer and political economist as well—in short every man who has a desire to see the country covered by good roads. The work that has been done by the Massachusetts Commissioners in a very short time has been something marvelous, and already demonstrates the vast amount of good that can be done in the course of the next decade, not in Massachusetts alone, but in every state in the union.

There are other states than Massachusetts which have road commissioners or other officials whose business is to superintend the roads of the states, but no other state has gone into the subject so thoroughly and in such a practical and common sense manner.

An interesting letter from Springfield on the work of this commission will be found in another part of the paper.

**THE ENGLISH FALL IN LINE.**

It is somewhat amusing to look back at the remarks of the English cycling papers when the two-class system was made in America. Our Class B was derided in no friendly terms, and we were accused of having none but semi-professionals among our racing men. Now every indication points to the adoption of the selfsame plan by the powers that be in English cycle racing. These are the very men who have been pursuing the star chamber method of licensing their riders if they saw fit, and refusing license without vouchsafing any reason for their refusal. They are now coming to the two-class system, not because they like it, but because they are forced to it. It is now our turn to laugh and say, "I told you so."

**PROFESSIONAL RACING.**

For the first time in a good deal more than a year America is going to see professional racing. The tournament that is now in progress in Madison Square Garden, New York City, has already proved itself a big success, and has shown the wheelmen of America that under the proper manage-

ment professional racing can be made to pay. "Be made to pay." There is a world of meaning in this phrase as applied to professional cycle racing. We have had an almost endless number of professional races, and previous attempts at giving meets have proved failures. Professional racing, we have already shown, is capable of being run honestly and to the satisfaction of a good audience. The races at the Madison Square Garden go to show that with the right men in the professional ranks professional racing can be made to pay. Such men as Zimmerman, Banker, and Wheeler will attract the public. We can not see why there should not be just as much money to be obtained from the makers for a professional as for a Class B man, if the two were put on equal ground.

We have long prophesied that professional racing would secure a firm foothold in America, and we believe that the beginning of that era is almost at hand.

**Rubinstein Was A Cyclist.**

In their eagerness to count up members of the royalty and nobility that ride the wheel, European cycle newspaper men have overlooked a few people that are really more important. Among these is to be Anton Gregor Rubinstein, the greatest pianist and composer of the world. Rubinstein died last week. Although we know comparatively little of the great man here in America, we know his music. Such of us as are old enough to remember his visit hither in 1872, remember it with feelings of the keenest delight. In the opinion of many Rubinstein was greater than Liszt or any other pianist that ever lived, with the possible exception of Von Bulow. In the opinion of all Americans, Rubinstein was greater than any king or noble in the world. Nobility and royalty bowed to his genius. Rubinstein was a cyclist and yet scarcely any comment has been made about this interesting fact. The correspondent of a New York paper who visited the great pianist about a year ago, describes the virtuoso as an ardent advocate of the wheel. Rubinstein, like other brain workers, found the cycle a great aid to him in his work. It was to him a relaxation which could not be replaced by any other means, and the robust health of the last few years of life he attributed directly to the wheel.

**Louisville's Claim to Cycling Fame.**

A crowd of Louisville wheelmen were discussing the new track after Johnson had made his records on it, and the statement was made that Louisville wheelmen have done many things that originated here. The first bicycle track ever built, was made in Louisville in 1881. The first mile ever ridden in the south in less than 3 minutes was ridden in Louisville and by a Louisville rider, Chas. H. Jenkins. The Louisville Cycle Club originated the idea of holding bicycle racing by electric light in 1891, and has seen the idea used all over the world. Louisville wheelmen, assisted by Mr. Tony Landenwich, have built the finest bicycle track in the world.



WILLIAM DECARDY, OF CHICAGO, HOLDER OF THE 10, 15, 20, AND 25 MILE AMERICAN ROAD RECORDS.



## THE FASTEST UNPACED MILE.

**John Penseyers, of Buffalo, Beats Johnson's Time by Nearly 5 Seconds—Remarkable Road Records by Buffalo Riders.**

BUFFALO, N. Y., Nov. 27.—John Penseyers, of the Press C. C., today rode the fastest unpaced mile that was ever ridden on a bicycle. He performed the feat on a mile straightaway course on Hoitel Avenue, and covered the distance in the truly remarkable time of 1:53 $\frac{3}{4}$ , 4 $\frac{1}{2}$  seconds under the figures set by John S. Johnson in his trial on the boulevard, October 3. The course selected had its finishing point about a quarter mile west of Main Street on Hoitel Avenue, and the start a mile to the westward of the finish. A strong wind, in fact half a gale, was blowing from the west, and being on the rider's back, materially assisted him in establishing a new record. The weather was bitter cold, and a huge bonfire had to be kindled at the finish to prevent the officials from freezing to death.

The Hoitel Avenue course is at right angles to the Delaware Boulevard, and crosses it about a mile to the south of where the finish of Johnson's unpaced mile was located. The course was used so as to get the advantage of

it got to going pretty fast, but the quartette began to tire badly in the last part of the route. Nevertheless

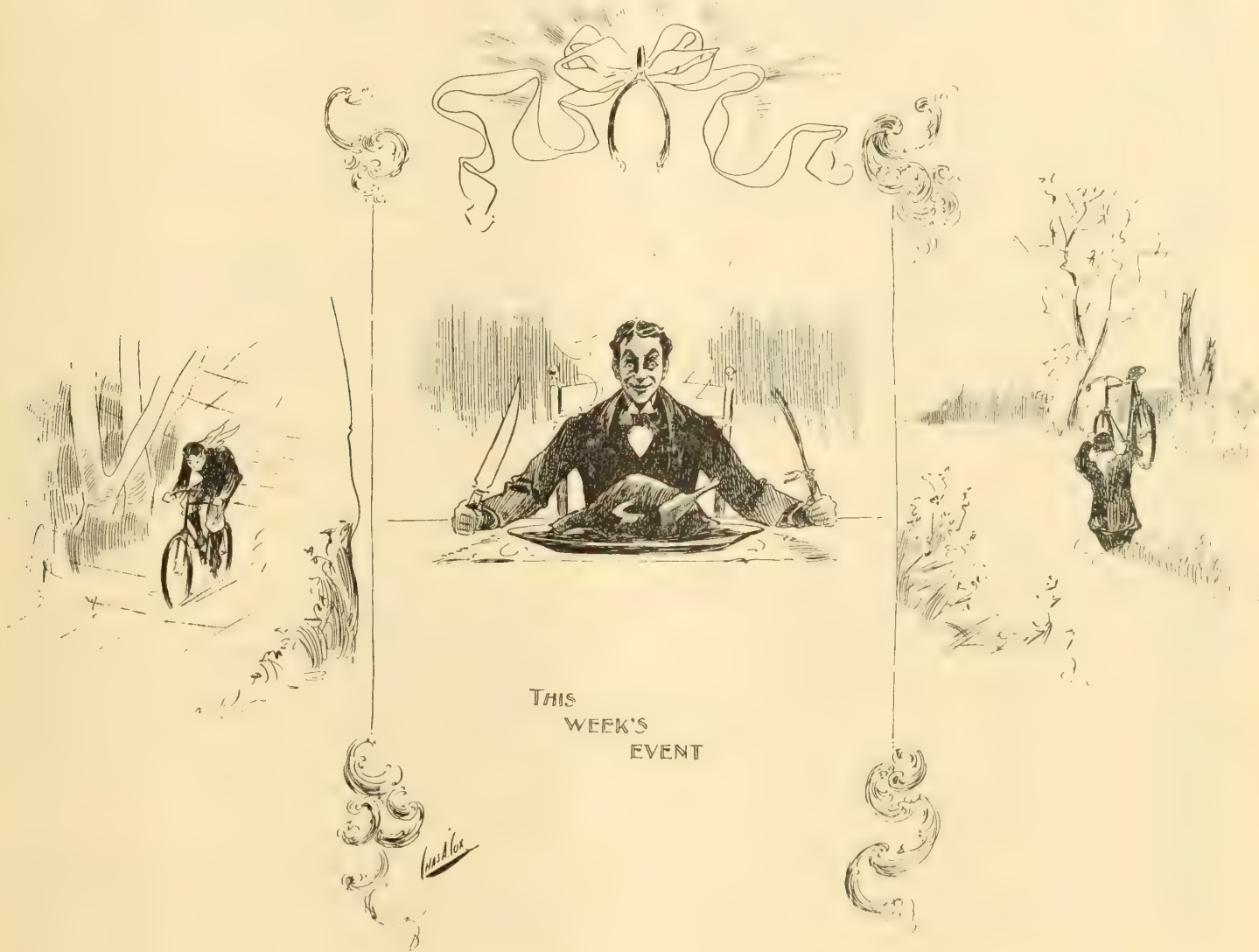
**The Distance Was Covered In 1:40 Flat,**

and Leonert could have held a pace that was several seconds faster. Another trial with the quad was made with Huehne in the third seat instead of Brunner. This time the pacemakers tired even sooner than before, and Leonert went ahead in the last quarter, coming home unpaced in 1:48.

Pop Foell tried a paced half behind the quad, and finished close to the big machine in :50 $\frac{1}{2}$ . John Penseyers also attempted to beat Johnson's half-mile unpaced record of :55, but could do no better than :57 $\frac{1}{2}$ . Garrett Miller, the plucky rider of the Wanderers B. C., and Louis Kimmier

**Attempted to Beat the Tandem Record**

of 1:41 $\frac{1}{2}$  held by Relp and Schofield. They went the entire distance unpaced, but fell several seconds short of the mark, their time being 1:45 $\frac{1}{2}$ . A full quota of officials were present, and there can be no question as to the correctness of the time. The course has not been officially surveyed yet, but Penseyers and Haberer claim that the distance is at least eight yards



the strong wind. It was about 3 o'clock when Penseyers made the trial. He was dressed in heavy jerseys, and had on a thick coat and gloves. He rated himself nicely and crossed the starting line at a good stiff clip. No timers were stationed at the quarters, but each quarter was ridden in nearly the same time. Coming home in the last 300 yards, he settled down for all there was in him, and

**Cut the Finish in a Stiff Sprint.**

Four watches were held on the trial, and when they were compared there was not over  $\frac{1}{8}$  second variation.

The remarkable time made by the Pressite was a bit of a surprise, as during the last season Penseyers' success has not been over brilliant. Of course the favorable wind blowing was a great assistance, but, nevertheless, a man must have a bit of speed, no matter how much the wind favors him, to go unpaced in 1:53 $\frac{3}{4}$ .

Louis Kimmier tried an unpaced mile, and went in 1:54. Mose Mignerey also tried his luck, but could do better than 1:59 $\frac{1}{2}$ . No less creditable than Penseyers' mile was the effort of Edward F. Leonert. He was paced for a mile by the Globe quadruplet, with J. Penseyers, F. A. Foell, Brunner, and W. H. Penseyers up. The machine made a poor start, and lost several seconds in the first part of the journey. After the first quarter

over a mile. The officials were: Referee, W. O. Stark; judges, J. H. Griggs and Garrett Miller; timers, E. W. Davis, Allen Aldrich, and J. Charles Endress; starter, C. W. Blackman.

## HUMBERS IN AMERICA.

NEW YORK, Nov. 28.—Among the recent arrivals in New York is Martin D. Rucker, the leading spirit of Humber & Co., Ltd., the biggest of the English bicycle makers. There have been rumors flying around to the effect that the Humber company, after trying long and vainly to make the business of exporting wheels to America pay, have decided to build them in this country. Mr. Rucker, however, declined to say whether the reports were true or not. Tuesday he left New York, refusing to give his destination. It is rumored, however, that he has gone to Cleveland to negotiate with H. A. Lozier & Co. for the purchase of the Cleveland plant. It is said that an option has been given on the plant for \$4,000,000.

**A Turkish Soliloquy.**

"Now," said Fatima in the Sultan's harem, as she surveyed herself in the glass, "all I need is a wheel. I've got the bloomers."



## RAYMOND'S FAREWELL.

**The Prominent Wheelmen of New York Gather Around the Festal Board and Bid Him Adieu—New York News Notes.**

NEW YORK, Nov. 26.—The farewell banquet tendered Chairman Raymond last Friday evening at the Hotel St. Denis was certainly an appropriate and fitting testimonial to the personal popularity of that gentleman, attended as it was by a thoroughly representative body of cyclists. There were more than 100 present, among whom were noted: Chief Consul-elect Isaac B. Potter, president of the Brooklyn Bicycle Club, of which organization Mr. Raymond is treasurer; H. L. Saltonstall, undoubtedly the most public spirited member of the cycling fraternity in this section of the country; Geo. R. Bidwell, ex-chief consul of the New York state division; ex-Secretary-Treasurer, N. Y. division, Thos. A. Raisbeck; C. F. Cossum, chairman of the Rights and Privileges Committee; Robert Gentle, New Jersey's recently elected chief consul; Albert A. Mott, of Baltimore, and many others. Letters of regret were read by Mr. Saltonstall from Mayor Gilroy, of New York City; Mayor Schieren, of Brooklyn, president of the New York City board of alderman, and Congressman-elect from the twelfth district George B. McClellan; C. H. Luscomb, the L. A. W.'s president, whose father's death was given as cause; Gen. Nelson A. Miles, Arthur A. Zimmerman, and W. B. Curtis, the A. A. U.'s president. George R. Bidwell acted in the capacity of toastmaster, introducing Isaac B. Potter, who spoke in the most tender strain of the love felt toward Mr. Raymond by wheelmen in general, but the Brooklyn Bicycle Club in particular, in whose behalf Mr. Potter presented Mr. Raymond with a costly watch charm, lavishly set with diamonds.

When the popular chairman arose to reply to Mr. Potter's well worded and sincere farewell address, the applause was deafening. It was just such a reception as Mr. Raymond received at Louisville last spring when the entire national assembly seemed to have gone crazy over his every word or move. After quiet had returned, this beloved servant of the League made reply to Mr. Potter's address, during which he asserted that

### Under No Circumstances Would He Accept

or even consider the presidency of the L. A. W. for next year. In explanation of his decision to that effect, he stated that he did not believe a member of the cycling trade should hold any L. A. W. office, no matter what it was. Once and for all Mr. Raymond announced his decision final.

During his talk he spoke feelingly, almost tremulously of his club and club mates, among whom he has ever been held in the highest possible esteem. It seems unnecessary to state that when Mr. Raymond had finished he was cheered and applauded for several moments.

Other speeches made during the evening were: "Sunday Riding," by Rev. C. E. Nash, D.D.; "The Rivals," by Charles F. Underhill; "The City of New York; its Duties and Relations to its Citizen Wheelmen," by Hon. W. M. Olcott; "The Wheel Trade and Wheelmen of the Metropolis," by Elliott Mason; "The Wheelmen of America," by Charles F. Cossum.

Among those present were representatives from every club in the metropolitan district, the Brooklyn Bicycle Club alone sending thirty-two members to bid farewell to their old treasurer.

While so much complaining has been heard on all sides relative to

### The Non-Existence of a Suitable Track

in this locality, it seems strange that the three-quarter mile course at Clifton, N. J., has been overlooked. Here is a track with a thirty-foot back-stretch, banked fifteen feet on the turns, which are forty feet wide and a home-stretch fifty feet in width. The composition is of clay with the least bit of fine gravel, so fine as to almost resemble course sand mixed in. When the roller and scraper has been worked on the surface for a few hours, it becomes as hard as stone and as smooth as marble. There are large judges' and timers' stand, a grand stand accommodating 10,000 people, heated contestants' rooms formerly used by jockeys, spacious lockers, a huge kitchen in the basement, hot and cold bath; part of the grand stand is enclosed with glass and steam heated; in short the Clifton track is a model one for training quarters, especially in the spring of the year when men who have been gotten fit in the south or in California are liable to go "dead stale" on account of the change of climate. The track has a straightaway eighth-mile which is slightly down grade, hardly perceptible, yet there. On this, Alex Verheyen, the German champion, who has shown such wonderful form at the Madison Square Garden races this week, worked, with flying starts, eighth after eighth in :12½, :12¾, and :12 flat, winding up his training last Sunday with a flying eighth in :11 even. He and A. C. Edwards of England also rode a flying quarter-mile on this track last Sunday morning in :25¾, all of which illustrates how fast the course is.

Clifton is just 30 minutes via N. Y., L. E. & W. Railroad from New York. It is out in the country, away from all the temptations which befall racing men who are training and trying to get fit in the south or extreme west, where all is gaiety during the late winter and early spring. At Clifton all one can do is to retire at 9 p. m., up at 7 a. m., and—there you are. "Billy" Claire, the manager of Clifton track, is also owner of the Clifton Clubhouse, located in the southeast corner of the grounds. Mr. Claire is G. Fred Royce's trainer, having proved himself a valuable man to Royce in all his races. Claire's hotel would make an admirable training quarters, being directly at the track.

During the stay of the foreign professionals at Clifton many amusing things occurred, at which probably "Billy" Young's attempt at the French language made the hit. Of course, Lesna and Guerry attempting to learn

English was laughable, as was Alex Verheyen's successful lessons in American swearing, he having learned the entire vocabulary from Edwards without being told their true meaning. But when "Bill" Young would attempt the French language, for instance at the dining table, nothing on earth but the proverbial politeness of Frenchmen kept them from laughing outright. With Blauvelt, Edwards, Royce, and Claire, however, it was different, and Young received an unmerciful guying every time he would, as he said, "slip a pedal on French." Here is an example of Young, attempting to tell Lesna about a gentleman with long, grey whiskers who had that day commented on his powerful riding with his eighty-four-inch gear: "Awh, Moosieer Leesna, ze vully voo, dez la grauhka the old guy what had the white lace curtains hanging to his chin, coma plaz ze swelled head there or anything, are you dolly."

R. L. Coleman, of the Western Wheel Works, is in New York for a week's stay. He expresses himself as thoroughly satisfied with the prospects for an unusually busy season.

### The Fall Meeting of the New York Division,

League of American Wheelmen, will be held at the Grand Union Hotel, Forty-second Street and Fourth Avenue, in this city, on Monday, December 17. At this meeting a new plan for recruiting members to the ranks of the League will be decided upon. Under the administration of Isaac B. Potter it is confidently expected that the New York division membership will grow into the first rank, the proper place for the Empire state to hold.

It seems an assured thing that the election of the Riverside Wheelmen will be more of a spirited contest than was at first expected. Thomas Ward is running for the captaincy in opposition to the regular ticket, and C. Robinson for secretary. That these two men will be successful in their political aspirations seems positive, especially in this case.

The dance and reception of the Grammercy wheelmen to be held December 1 at Arlington Hall, will prove itself one of the season's most sparkling events.

After a somewhat extended trip through Florida and the south, E. J. Day, the popular Western Wheel Work's eastern manager, has returned to the local branch. Mr. Day thinks the south is practically an undiscovered gold-mine for the bicycle business, in which case Western Wheel Work's machines should show well up in the majority there in 1895.

From a remark made by Harry Wheeler recently, it is inferred that W. B. Troy has a tour around the world in view for next year. In the party will be Zimmerman, Wheeler, Banker, Edwards, Verheyen, Linton, and enough others to make the party not less than twelve. The real destination of the party will be Australia, where the winter of '95 and the spring of '96 will be spent, returning to America in time for the 1896 professional league, of which Willis B. Troy will be the "hull thing." Troy believes that if professional racing would be successful in 1895, it would be a positive mint in 1896, providing, of course, the proper men were in it. As he would have the proper men, the mint looks easy.

### At Last Things Look Favorable

in New York for a third-mile, or perhaps a half-mile track, built on thoroughly scientific principles. Manhattan Field has been secured by the New York Baseball Club and it, with the polo grounds, will be thrown into one gigantic enclosure for next season. The polo grounds, on which the New York Ball Club play their games, is directly adjoining Manhattan Field, a narrow alley between the north fence of the field and the south fence of the polo grounds being all that separates the two. With these merged into one, it would be the easiest possible thing to make a track with four stretches, the turns being gradual, and if sufficiently banked it would make as fast a track as can be found in the east. If the scheme materializes the wheelmen of the metropolitan district may well feel elated.

The chances of the Philadelphia professional tournament being a success are decidedly slim. Verheyen, Edwards, Lesna, Guerry, and Colombo will return to Europe on Wednesday, December 5, their exit leaving practically the same old crowd of pros who have been ding-donging along for a score or more of years. It is to be hoped that the venture may be successful, yet it can scarcely be seen in that light, no matter which way it is viewed. Zim and Wheeler will positively go out of training after the Garden races, both men having declared themselves as heartily sick of the long siege they have had of "condition."

When Verheyen, the German champion first looked at the track in Madison Square Garden last Sunday night, upon his return from the training quarters at Clifton, N. J., he expressed himself as afraid to ride on it, owing to insufficient banking. He said that in Paris the tracks, which are five laps to the mile, are banked more than this one which is just twice as small as the ones in France. Lesna looked at the course in the Garden and only nodded his head and grunted. Guerry agreed with Verheyen, while Edwards, conservative as usual, "thought it might be banked more, but would say nothing against it until he had ridden on it."

These foreign riders, accustomed as they are to Parisian life and gaiety, were

### Lonesome at Night in the Training Quarters

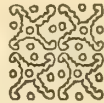
at Clifton, where Manager Young had taken them for rest and quiet. Alex Verheyen, especially full of life and humor, experienced a hard time, with "no music halls, billiards or girls to admire."

Lesna rides an eighty-four-inch gear on his Pequoid wheel. At Clifton track, which is three-quarter miles in circumference, he plugged doggedly away for about two hours morning and night. He will win that 24-hour race in the Garden, the latter part of this present week just as sure as he



# Hundreds More Like This One.....

While grinding away at our various occupations in this busy world of ours, there is nothing that so enthuses and inspires us to greater exertion than the knowledge that our efforts are appreciated by those we are trying to please. In the manufacture of the Waverley it is our constant aim to turn out the very highest of all high-grade bicycles. Price of labor or the cost of material is not considered; what we are after is **quality**. How well we succeed is shown in the following letter, which is only one of hundreds.



Lenox, Iowa, Oct. 20, 1894.

INDIANA BICYCLE CO., Indianapolis, Ind.

Gentlemen: I am in receipt of the two Waverley Scorchers, 1895 models, and they are, without doubt, the finest wheels I have ever seen (**EXCEPT NONE**), and every rider that sees them says so. It matters not what wheel they ride, it is for sale cheap. They want an 1895 Waverley for their next wheel. I thought that I had a snap last year when I had the agency for the 1894 Waverley, but I have a complete "walk away" for 1895.

Yours truly,

J. E. HALL.



IT PLEASES OTHERS. IT WILL PLEASE YOU.

FULL PARTICULARS BY MAIL.

## INDIANA BICYCLE CO., INDIANAPOLIS, IND., U. S. A.



starts. Van Emburg will be a good second, possibly first, although Lesna, in his work under Trainer Young, rode mile after mile at a 2:30 gait, pacing the crowd until the sprint would come, as it would about every five miles. When the spurt started, old Lesna never seemed to mind it in the least, but would keep on with the bunch. When the sprint would be over and the others would slow up, Lesna never faltered, but kept on grinding his eighty-four-inch gear at a steady plug, never wearying. Last Saturday he rode three hours in the afternoon, making twenty-two miles the first hour, 23½ in the second, and 24¼ miles in the last, and that too on a spongy track, caused by recent rains.

#### A Bicycle Airship Is the Latest Out,

and if it did not seem feasible space would not be given it here. Oscar F. Lewis is the inventor of the machine, which promises to revolutionize the means of locomotion generally. Mr. Lewis is a Saratogan, but will shortly remove to Brooklyn, of this city, where he will take up his residence until the improved machine is finished. The model is built as follows: The balloon part of the flyer will take 3,000 cubic feet of gas. This portion of the ship is fifty feet long. From the balloon is suspended an aluminum frame containing a bicycle arrangement. Belts connect two propellers, one in front and the other in the rear; the wheels, propelled by pedals, naturally put the belts in action, and by means of a multiplication gear—there being no resistance from the machine touching the ground—the propellers are turned with lightning-like rapidity. A sail about fifteen feet by four feet in size acts as the steering gear, it being guided with the aid of a regular handle-bar. When the perfected machine is ready, twenty-five miles an hour can easily be made, it is claimed.

Alf C. Edwards, the English champion, says that if John S. Johnson would turn pro next year and go to Paris, he could make his fortune. The French people are wild to see the man who can work his feet fast enough to ride a mile in 1:35½, and a trip abroad would mean—with Tom Eck as manager—\$50,000.

#### YOU ALL KNOW HIM.

David Shafer, known by a host of friends as "Dave," has become in



DAVID SHAFER.

two years one of the most familiar figures on the racing path. Shafer's career on the cycle path has been steadily upward since he first made his appearance with the Rambler team at the international meet in Chicago. Shafer was a trainer of athletes when a boy. He was trained as a short-distance sprinter and gained distinction in his line, making a comfortable living thereby. Shafer hails from Wheeling, W. Va., but lives in Hammond, Ind. He has an excellent and well-paying trade as nail maker, holding records in this business for the quantity of a day's output.

But Shafer is an athlete and prefers the life of a trainer. He is thoroughly posted on the physical man and has always made athletes his study. When Shafer accepts a man for work on the path he

only does so after a thorough study of the man, and a conviction that the material is there. Once convinced Shafer takes hold and works with a will. His undivided attention is given to his subject and the man soon learns that he has a man training him that is as thoroughly interested in his welfare as he is himself.

Shafer's experience as a runner and sprinter has made him a clever general on the cycle path. His men follow directions to the letter, because they realize the true value of the advice given. As a clever machinist Shafer is thoroughly conversant with every wheel his men ride. He looks personally after their position on the wheel and thoroughly studies the methods of competitors.

Shafer selected Mike Dirnberger from all the riders at the Chicago meet of last year and in a few months made Mike the fastest man a wheel, with a record of 1:51, superintending the training of J. P. Bliss, whose record of 1:54½, standing start, was made at the same time as Dirnberger's and was quite as meritorious. Dirnberger's sickness shut him out this season and with Bliss, Shafer has been quite as successful, breaking the mile record three times. Shafer will have one of the finest teams in the country for the season of '95, having little difficulty in securing any man wanted, all racing men having the highest regard for his ability.

#### A Very Popular Train

on the Chicago, Rock Island & Pacific Railway leaves Chicago, daily, at 10 p. m. It is called "The Big Five," is only one day out, and passengers arrive at Denver, Pueblo, or Colorado Springs early the second morning. The "Rock Island" has become a popular Colorado Line, and the train above referred to is Vestibuled, and carries the "Rock Island's" excellent Dining Car Service.

JNO. SEBASTIAN, G. T. & P. A.,

Chicago, Ill.

#### KEENAN WON A GOOD VICTORY.

McGowin Made a Game Fight For the Vice-Consulship of the Pennsylvania Division—Philadelphia News.

PHILADELPHIA, PA., Nov. 24.—

The Keystone state has spoken,

Another boom is broken—

There's just another turn down to the combine,

That is all.

Tom Keenan was elected,

McGowin was rejected—

The wheelmen turned his picture to the wall.

The exciting campaign for the office of vice-consul of the Pennsylvania division of the League of American Wheelmen, which ended last week in a decisive victory for Thomas J. Keenan, of Pittsburg, has served to thoroughly awaken interest in cycling circles throughout the state, and infuse new life into the League of American Wheelmen. Of course the Keenan shouters are enthusiastic over their triumph, and justly too, for never was there a hotter fight or a more brilliant outcome. The Smoky City newspaper man came under the wire first with 949 votes, while his opponent, Wade McGowin, came lagging along with 741 votes, or 208 behind the winner.

The result, while it is everywhere regarded as a rebuke to ring rule, was due in a large measure to the fact that Mr. Keenan, being a newspaper man, had the sympathies of nearly the entire state press, and they contributed largely to the manufacture of a healthy public sentiment against the continued domination of the clique that has so long controlled the League office in this state.

Mr. Keenan is known as a "hustler," and will doubtless prove a capable, efficient and energetic vice-consul. The defeated candidate feels considerably nonplussed over his retirement from office, and if reports be true he is going to

#### Ask for an Investigation

into the system of balloting which was used in the election. If Mr. McGowin is open to good advice his friends should give it to him in the single word—don't. He is not likely to gain anything by a contest, because many of the members of the L. A. W., who were known to be Keenan men, did not receive official ballots, thus showing an attempt on the part of the ring to deprive these independents of their votes and thereby aid McGowin. They were not to be thus robbed of their rights, however, as many of them attached their names to the ballots sent out by the Keenan managers, which contained only Keenan's name. This action is said to be the foundation for Mr. McGowin's proposed contest. Its weakness is apparent on the surface and it is hardly likely to receive serious consideration.

The Quaker City Wheelmen nominated their officers to be elected for the ensuing year last Monday night. The result follows: President, James Artman; vice-president, Joseph Aschenbach; treasurer, E. L. Artman; financial secretary, C. A. Musselman; recording secretary, Richard Longworth; librarian, Jerome Laird; captain, George Buzby; first lieutenant, L. Heins; second lieutenant, Dr. Jones and D. Heinitsch; Associated Cycling Clubs' delegates, Harvey, Uhler and Joseph Estoclet; directors, George Lawrence, E. B. Chapman, John Stahr, L. Thomas, J. L. Raudenbush, and J. Altneder.

A number of up-town cyclers met and organized a club to be known as the Pilot Wheelmen, last Monday night. Headquarters have been secured at 1846 East Clearfield Street, for temporary use. The officers elected for the ensuing year are: President, Charles Zimmerman; vice-president, Robert Lee; secretary and treasurer, W. A. Martin; board of trustees, Frank Gear, Jacob Gombar, and Robert Lee.

Preparations for the six days' professional and three days' amateur races, to be held at Industrial Hall, beginning Thursday, December 13, are steadily going on, and the event has already begun to attract widespread attention. Mr. Johnston, who has charge of the affair, has had experience with many race meets, but none ever occupied his attention so much as the coming one. This he says will undoubtedly be the biggest and best ever promoted in the Quaker City. The acknowledged champions of the old and new world will be opposed to each other. The riders from abroad comprise the most formidable string of racing men that ever visited these shores, and the showing they will make in the Madison Square Garden will add an interest to this meet.

Zimmerman will be on hand and will give an exhibition of his speed each evening. The prize list for the Class A and Class B events will shortly be announced and will be a very valuable one, consisting of vases, watches, diamonds and articles of service too numerous to mention.

#### Myrtle Hopkins Fund.

Previously acknowledged.....	\$513.85	W. F. Grims, Chicago.....	.25
Albany Co. Wh'ln, Albany, N. Y.....	10.00	H. H. Remmest, Leavenworth, Kas.....	1.00
Lady Friends, including Annie Londonderry.....	1.00	W. L. Krietenstein, Terre Haute, Ind.....	2.00
Geo. Peterman, Red Oak, Iowa.....	.50	H. C. Southworth, West Stoughton, Mass.....	1.00
Titus Bennet, Red Oak, Iowa.....	.50	Jno. T. Sibley, St. Louis, Mo.....	1.00
Chas. L. Binns, Red Oak, Iowa.....	.50	Pope Mfg. Co., Buffalo Branch, N. E. Turgeon, Mar.....	5.00
F. S. Carr, Springfield, Mass.....	1.00	J. H. Baker, Baldwinville, N. Y.....	2.00
Cash, Chicago.....	.75	L. A. W. Member No. 47321, Tempe, Arizona.....	1.00
W. O. Benson, Chicago.....	.25	Cash, L. A. W. member, Tempe, Arizona.....	1.00
P. J. Dasey, Chicago.....	.25	John Jenckes, Nayatt Point, R. I.....	1.00
Cash, Chicago.....	.10	Peoria B. Club, Peoria, Ill.....	10.00
Cash, Chicago.....	.25		
F. H. Waite, Chicago.....	.25		
H. B. Riley, Chicago.....	.25		
Total.....			\$554.70





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Took **TWICE** as many prizes on this  
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makes combined.

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And that used in our racing tires is  
the same as used in our full line.

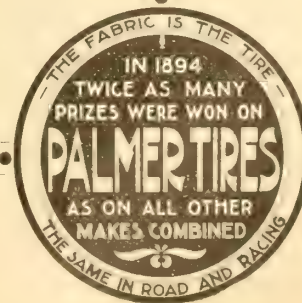
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Do not be deceived, there are none  
"just as good."

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**CHICAGO.**





## CAUGHT A BICYCLE THIEF.

**Syracuse Police Capture a Man Wanted for Stealing Wheels—Dirnberger Joins the Shapleigh Team.**

SYRACUSE, N. Y., Nov. 26.—The police of this city made a peculiar capture recently when they landed an Italian named Tony Rafelli, who is in a fair way to be identified as a daring cycle thief whom the Chicago police have long been wishing to apprehend. The generous rewards offered by the large manufacturing concerns for the arrest and conviction of culprits who are bold enough to deprive the wheelman of his mount have stimulated interest in the capture of such robbers, with the effect of a decrease in the number of bicycles stolen. Still the professional thief is bold enough now and then to risk capture by making off with a cyclist's wheel, and in New York state during the past few months the number of thefts in this direction has greatly increased. In vain have the police sought to solve the mystery. It is thought by the heads of the departments that there exists a gang of cycle thieves who steal and sell the purloined property systematically. If such is the case

### The Wheelmen Can Not be Protected

too soon by the running to earth of these sneaks.

Rafelli is an all-round crook and his connection with certain stolen bicycles the police are trying to locate. Chief of Police Charles R. Wright, of this city, has been in communication with the chief of police at Frankfort, N. Y., where Rafelli is wanted for disposing of spurious coins. It was from this source that information came to the effect that Rafelli had stolen a high-grade wheel in Chicago, which he sold in Frankfort. He will be detained at Frankfort until the arrival of officers from Chicago. The suppression of the bicycle thieves is necessary for the welfare of wheelmen as well as the trade. No more contemptible method is employed by the lower members of burglar society than to steal a bicycle from some poor mortal when it may not have even been paid for. THE BEARINGS' correspondent is informed that the cooperation of every chief or captain of police in New York state is wanted to form some definite plan for the extermination of these thugs.

A. J. Rosentreter, of the Century Cycling Club, one of the best long-distance riders in New York state, last week established a record between this city and Utica, a distance of fifty-eight miles, which Rosentreter covered in 3:16:00. This record has long been a bone of contention for which local distance riders have battled, but it is now in the possession of an individual who will maintain the honor if he is obliged to try for it every week. John H. Gardner now holds the mark for Syracuse-Utica-and-return, a distance of 116 miles, which the plucky S. A. A. rider covered in 7:28:00. Both records will be allowed by the Century Road Club of America.

### Club Circles Here Have Been Agitated

more or less during the past week by the announcement of the S. A. A. governing board that C. F. Ackerman, sporting editor of the *Syracuse Standard*, has been summoned to appear before the board to answer charges preferred by the football committee. Some time ago several members of the association got Ackerman to interview a fake "Captain Trenchard, of the Princeton eleven," which the sporting editor did. Captain Trenchard was not in the city, and the *Standard* was roasted by the local press. A few days later the Syracuse Athletic Association football team played a game at Star Park against St. John's Military eleven, and the *Standard* roasted the team for their ungentlemanly conduct. One of the S. A. A. players was ruled off the field for slugging, in the presence of 500 persons, and the *Standard's* actions were justifiable under the circumstances. But the governing board intends to punish Ackerman if such a thing is possible; it is the general opinion of local cyclists, however, that they have undertaken a trifle more than they can handle.

The fact that Dirnberger is to join the Shapleigh team of Syracuse riders occasioned some surprise here when it became known. E. C. Stearns & Co. had a line out for Mike, but they did not bid high enough. Dirnberger will go on the road for Shapleigh until February, when he will begin his active work for next season's campaign.

## FROM OVER THE SEA.

LONDON, November 17.—The Catford C. C. dinner on Saturday proved a pleasant function, albeit the attendance was smaller than usual. In the absence of Lord Charles Beresford, E. J. O'Reilly took the chair, being supported by Robert Cook, M. A. Holbein, and F. H. Reid, as vice-chairmen, and most of the representative press men of London. The prize distribution was an important feature and demonstrated the proportion of notable riders belonging to the club. Besides several handsome prizes, medals valued at \$600 were given away. The Catford possesses 337 members, including its flourishing Paris branch. Its racing stars include Platt Betts, who holds the English mile record. Thanks to the success of its '94 race meeting the funds of the club are in a very healthy state, and with the opening of its new track at Catford the Catfordians expect to start a new epoch in their history. The track surface will be cement, three laps to the mile, and replete with all the surroundings of an ideal path. It will form the summer headquarters of the club.

Simultaneously with the Catford festivity, the Essex Cycling Union held their dinner at the Holborn Restaurant. Dr. Turner presided and N. C. U. luminaries were conspicuously present. A. W. Gamage, who filled a vice-chair, made an interesting announcement respecting the North London track scheme, which is once more on the tapis and in full boom.

It is intended to purchase for \$75,000 a freehold site of about eleven acres at Wood Green, eminently eligible for a fine 3½-lap track, encircling a running path and football enclosure. All the North London clubs, as well as the Essex Union, will be in the swim, while the public will also be invited to take shares. Yesterday afternoon a party of press men, accompanied by Mr. Gamage, who has shown great spirit in embarking a large initial sum in the venture, visited the grounds by train from the city. Harry J. Swindley has surveyed the area and pronounces it in every way suitable. The North Road club, which is

### Casting Round for a Track of its Own

has up to the present shown a disinclination to support the Wood Green promoters, having its eyes on a ground at Tufnell Park, in the northern suburbs. A model of the Gamage track will be exhibited at the Stanley show. No decision as to the surface has yet been arrived at.

Armour & Co., of Chicago, have presented to the Essex Cycling Union a handsome cup, valued at \$260, for a series of club team races at one, five ten, fifty and one hundred miles. A representative of the firm attended the dinner last Saturday and made a speech.

The Putney track is about to be taken over by a limited company, which will offer two-fifths of its capital, or some \$10,000, for public subscription. The track will be enlarged from 4½ to 4 laps, rebanked up to theoretic heights, and further improved as regards its surface.

Following the example of the Midland capital, Birmingham, Coventry was to have indulged in a huge cycle parade on Monday last, but the thunderstorms and rain caused its postponement until Tuesday. The object was a charitable one, being in aid of the Philanthropic Societies of the City of Three Spires. Although the procession missed fire on Monday, the fancy dress ball proved a success.

England's senior cycling club, the venerable Pickwick C. C., founded over twenty-five years ago, has just taken to itself new clubrooms. Formerly housed in quarters adjacent to the Orion Gymnasium, near Dalston, the Pickwick's present *locale* is at Finsbury, E. C. There was

### A Strong Muster of the Old Brigade

at the house-warming, and a Pickwickian beat A. R. Lockwood, of the Surrey, in a billiard match of 300 points up, after which a pleasant concert closed the evening.

After all the rumors and contradictions, Mr. C. W. Nairn is going to start a new cycling journal. Meeting him at Ditton last Sunday, he showed me the registration specimen of the first number of *The News of the Wheel*, dated November 15, and somewhat like *Wheeling* in size, but printed on white paper. Mr. Nairn has been induced to this step by several influential friends in the great West End clubs, military and otherwise, and the new paper will cater for all classes, especially the superior ranks of wheelmen.

There is a general rumor, which I believe to be well founded, that the new scheme for the government of racing in England next year, to be recommended in their report to the Council of the Union by the joint committee of the Racing Men's League and N. C. U., will be based upon the creation of two classes. Class A will embrace the ordinary amateur according to the rigid interpretation of the N. C. U. definition, while Class B will include all men in the trade or connected in any way with the trade. A special licensing committee will be elected next month at the Sheffield Council meeting to deal with applications for licenses from trade riders, and from this committee's decision there will be no appeal. The special committee will include no one connected with the trade or cycling press.

We have been experiencing a period of unusually inclement weather lately, even for poor England. Many villages in the Thames Valley are flooded. Except on the hard main roads, cycling has been out of question, the lane routes round London being mere sloughs. The temperature is very mild for the season and

### No Indications of Winter Have Yet Appeared.

By next Saturday the cycling public in London will be in the throes of Stanley show excitement.

The Anerley B. C. 12-hour race, absolutely the last this year, was started at Putney at 8 this morning. One of the two expected triplet crews did not start. The other triplet took the lead at the start, followed by Green (safety), Ellis (tricycle), Poole and Hoffman (tandem), and Hock and Palmer (tandem). Two hours from the start the leaders were the Litchfield triplet, 45¼ miles, Hock, Palmer, and Green close up. Litchfield, Taylor, and Turner created triplet records from two to sixty-eight miles, when they fell and retired. The four hours' scores were: Walters and Walton (tandem), eighty four miles; Green, eighty-two miles; Chapple, eighty-two miles. Hock and Palmer got inside tandem records at fifty-five miles, but were soon outside, and gave up at seventy-six miles. The weather was favorable, rain and wind being absent, but the lateness of the season rendered a great performance out of question.

C. W. HARTUNG.

Captain McNamara, of the Prospect Park (N. Y.) police, kept tab on the wheelmen passing out of the park on November 4, between the hours of 5 a.m. and 9 p.m. The tally was kept on a street-car conductor's register, and at night showed that 2,167 cyclists had passed through. Between the hours of 9 a.m. and 10 a.m. 344 went through, while but two passed between 6 p.m. and 7 p.m.

Manager A. L. Atkins will have complete control of the G. & J. exhibits at the Chicago and New York shows.



## THE PARSON'S WHEEL.

### A Clergyman Sums Up the Case for the Bicycle.

Last summer the Pope Mfg. Co. instituted a literary competition among clergymen and teachers who were riders of Columbia bicycles, prizes of those famous wheels being offered for the best article on the use of the bicycle and the benefits to be derived from riding a wheel. Among the many effusions of more or less merit that were submitted was the following, which is noteworthy for its clear presentation of the benefits arising from cycling. The opinion regarding the merits of the Columbia is a natural one, coming from a Columbia rider.

'Twere well that every parson,  
Well for his sermon, too,  
And for his people dear  
That to his studied discourse must attend,  
That he and they should ride the wheel.

But none should ride a cumbrous wheel,  
Heavy, laggard, wearying to the flesh,  
That may not climb the gentle slope,  
And barely creepeth o'er the sandy plain.

But each should ride the best of wheels,  
A wheel that's strong and true,  
As graceful as the swallow in its circling flight,  
As swift as the best steed that Araby e'er bred,  
A wheel well worthy of the name it bears,  
Named for the fair land we love,  
The home of freemen brave and women fair,  
The wheel COLUMBIA.

Thus runneth now the argument,  
With logic clear and plain  
That no one can refute.  
It doth the parson good the wheel to ride,  
In this,  
That it doth brace his limbs with strength,  
And string his muscles tense as bowstrings,  
So that he bears with ease the strain of care and toil  
By day, by night.

And when he lieth down upon his couch  
He sleeps as sleeps the blessed babe,  
Whose head scarce finds rest upon the pillow soft  
Till sleep doth seal the eyes,  
And so recuperates his strength.

And when he sitteth at his mental task  
His mind is clear and fresh, his brain works quick,  
He sees and comprehends the mysteries of godliness,  
And gladly doth his message then prepare.

And when he goeth forth to call upon the sick,  
And give his counsel sage to all in need,  
He goeth fast, with speed upon his wheel,  
Doubleth the number of the calls he makes,  
And feels so bright and cheery in himself  
He giveth hope and courage unto all.

And when upon the Holy Day  
He stands within the sacred desk,  
His sermon shows the force and power  
That cometh from a nature fine and strong.  
It glows with fervor, pure and hot,  
Hews down error with a stalwart arm,  
Cuts, with logic keen and clear,  
All subtleties up.  
It breathes the freshness of the mountain air,  
The sweetness of the valley's flowery shade,  
The strength of rocky fastnesses,  
Amidst the which he rides throughout the week.

And so, his people all  
To ride the wheel the parson would persuade,  
That they might share with him  
This fresher, fuller life  
And joyous vigor strong  
That riding on the wheel  
Doth bring to him.

And then he saith,  
And here, with emphasis profound  
He waxeth still more earnest,  
One wheel alone should each select to ride.  
It is a graceful wheel.  
The fleetest, strongest, finest wheel  
That ever skill and labor did combine to make most perfect,  
This is  
The wheel COLUMBIA.

So let us, one and all,  
Who read this essay true,  
Heed now the moral plain;  
And let us go, and buy, and bring us home,

And ride each day  
The very best of wheels,  
The wheel COLUMBIA. (REV.) THORNTON A. MILLS.  
WILKES BARRE, PA., July 10, 1894.

The advice of the reverend gentleman will be easier to follow in 1895 with Columbias at \$100, "the fleetest, strongest, finest wheel that ever skill and labor did combine to make most perfect."

In this connection it may be noted that Columbia agents who in addition have hitherto handled other makes of wheels are hastening to secure the privilege of selling the combined lines of Columbias, Hartfords, and Wizards for 1895 to the exclusion of all other makes. The feeling generally among

Columbia agents is shown in the following extract from a bicycle dealer in a western city:

"Your letter with contracts inclosed received yesterday, and I return them today duly signed. I feel rejoiced to know that I am included in the list of Columbia agents, as Columbias are the recognized bicycles of the age. With prices where they are to be in 1895 'as good as a Columbia' certainly will not pass, and I anticipate a good trade."

Other manufacturers generally, following the Columbia lead, are listing their bicycles for 1895 at \$100. But will they be able to hold to their list price any more than they have in the past? There is no doubt what the Columbia will sell for,

# American Dunlop Tires

— MADE BY THE —

## Hartford Rubber Works Co.

... THE ...

### Leading Detachable Tire of the World.

FITTED TO WOOD OR STEEL RIMS.

## Our New Features For 1895

A Moulded Cover, neater in appearance and far more durable than any other.

A Moulded Inner Tube—No telescoped ends—no leaky valve stems.

The **Double=Tube** Tire for 1895 is the **Dunlop**.  
We make it.

The **Single=Tube** Tire for 1895 is the **Single=Tube**  
as we make it.

Our product, both in quality of material and in workmanship, is unequalled.

## HARTFORD RUBBER WORKS CO.,

ROGER B. McMULLEN & CO.,  
General Selling Agents,  
64-70 OHIO ST., CHICAGO,  
309 BROADWAY, N. Y.

HARTFORD,

CONN.



## GOOD ROADS FOR MASSACHUSETTS.

The State Highway Commission Working Hard to Get Better Roads--What Springfield Riders Are Doing.

SPRINGFIELD, MASS., Nov. 27.—The state highway commission gave a hearing at the courthouse last Saturday. There were present George A. Perkins, chairman of the board, William E. McClintock, chief engineer, and Prof. N. S. Shaler. This was the regular annual meeting for Hampden County, and afforded opportunity for anyone to be heard on the subject of good roads.

There were present prominent citizens from all over the county, including the county commissioners, and enthusiasm was marked. Wherever any of the new state roads have been surveyed or built there is urgent demand for continuing the work, while towns not yet favored are clamoring for their share; hence the unquestioned necessity of demanding that there be no fooling with the matter at the next session of the legislature.

Professor Shaler presided, and among other good things brought out the necessity of Hampden County instructing its representatives to urge a vote on the appropriation for '95 earlier than it was this year. Then work can begin early all over the state by March 1 the latest. He said that of twenty-seven pieces of road now in process of construction

### Only Seven or Eight Can Be Finished

this year, because the appropriation came so late.

Leonard Clarke, chairman of the board of county commissioners, said that when the law went into effect and the petitions began to come in the most difficult problem was securing material at the least possible expense. He cited the case of Agawam where, when the commission decided to build three miles of road, they found it impossible to get proper material without hauling it a long distance, the only convenient gravel bed being owned by a man who refused to sell. The law was examined, but the commissioners found they had no right to take it without the owner's consent; so Agawam lost its road. He

### Suggested Changing the Law,

so the commission can condemn suitable material necessary for construction.

W. H. Brainerd, another commissioner, in his remarks commended the plan of doing small pieces of state work here and there as educators. He advocated changing the law to permit the taking stone or gravel wherever the commissioners find they need it.

James M. Sickman, the third member of the county board, urged the effort to build a small piece of road, if not more than 1,000 feet, in every town in the county the coming year as educators. His idea is to so

### Distribute the Work,

so that within five years the whole state will be a network of good roads.

The commission said that such a plan was impracticable, because many short pieces would require a large amount of machinery, which could not be profitably used on such small pieces.

C. E. Crehore, superintendent of streets of Chicopee, said he wanted to advocate the plan suggested by Mr. Sickman, because in his experience the use of a small appropriation in that way in Chicopee had educated the people to demand much larger appropriations and a more comprehensive scheme of improvement.

Thomas Mosely, one of the select men and superintendent of streets of Westfield, who had charge of building Westfield's share of the road, explained the processes and difficulties of construction, illustrating his remarks by photographs.

E. W. Boise, of Blandford, asked for information on road building in his town, and was told that the commission was now considering a petition from that town, and would soon

### Investigate the Quality of Road Building

material. C. M. Blair, of the same town, asked for hints and was told that the first thing needed is a proper drainage system.

The discussion lagged after this, and Professor Shaler asked for expressions of opinions of tree planting by the roadside and called for suggestions upon the varieties of trees to be utilized for the purpose. He said that in France the plan was to plant fruit or vine trees, and he said he had traveled many miles under the shade of cherry trees, planted by the roadsides.

Many varieties, including elm, ash, rock maple, and walnut were favored.

The hearing closed after some further discussion, and everybody made ready to attend the football game.

### The Massasoit Club's Living Picture Entertainment

was the most unique and attractive thing of the kind ever given in this city. Two hundred members and invited guests were present and enjoyed the artistic presentation of well-known subjects from ancient and modern art.

The club has decided to hold a ladies' night monthly during the winter.

Members of the Springfield club are hoping the petition now in circulation will be effective, and that President Miller will consent to stand for re-election. If he does probably the other officers will do the same, and practically the old board will be retained.

### Riding Is Practically Over

for this season, though occasionally machines are seen. The streets are in such horrible condition that riding is impossible where otherwise it could be enjoyed a month longer, or even more. It is muddy pavements and muddy streets where there are no pavements that prevents, not the cold.

## A LONG CHASE AFTER A THIEF.

MILWAUKEE, WIS., Nov. 25.—"Chasing a bicycle thief 5,000 miles at a cost of \$1,000 and recovering a \$40 wheel." Such is the title of a book that Sheriff Moore can write if he is so inclined. He will not have to resort to

imagination either, for his actual experience has been such. If the sheriff's relentless tenacity is to be made an issue in his next campaign, no opponent will have an earthly show with him. His willingness and ability to bring the thieves who infest his territory to justice has been exemplified. Last June a bicycle was stolen from a resident of Monticello. There are only a few bicycles in that village and the theft of a \$40 wheel naturally caused consternation among the riders, who were loath to lose any companion wheelman. Sheriff Moore worked on the case and gathered evidence which pointed suspicion on one George Baltzer, a Bohemian character of the town. The latter had been hovering about the place for some weeks prior to the theft, but disappeared at about the same time that did the bicycle. Search in all the surrounding villages did not reveal the suspected culprit. The more time the sheriff devoted to the case the more determined he became to find Baltzer. The telegraph wires were kept hot with requests to the police in all neighboring cities to arrest the Bohemian if he put in an appearance. The case seemed hopeless for a time, but just when Moore became discouraged he received a message from Pipestone, Minn., that his man was in the city. That message instilled new life in the sheriff, who set out for Pipestone with dreams of success before him. When he arrived at his destination he learned that Baltzer had left 5 hours before. Hot on Baltzer's



JOHN S. JOHNSON STARTING FOR THE STANDING MILE.

scent was the sheriff. La Crosse was next visited. Then came Ashland, but Baltzer was as good a traveler as Moore, and had left. The next jump was to Sioux City, then Sioux Falls, where Baltzer shook off the sheriff. For two weeks the sheriff was at the latter place, when he traced the thief to Omaha. Sheriff Moore went there and to this day is not positive whether or not he took up a wild goose chase when he went down in the Nebraska City. At any rate, he returned to Monroe without the thief and with a bill for nearly \$700 against the county. The case rested until November 9. About that time a meeting of women interested in charitable work was held. The Baltzer case was among others discussed. A distant relative of Baltzer's was present and at an unguarded moment dropped a remark that she knew of the thief's whereabouts. Moore's gallant chase had won him friends among the gentler sex. Several of them therefore began to "pump" the relative, who disclosed his whereabouts at Johnstown, Pa. The sheriff was informed of the discovery and wired the Johnstown police to arrest the slippery culprit. Moore then started out and returned with his man last Tuesday. He now glories in the fact that he has established the long distance as well as the most expensive record for capturing a bicycle thief. The distance traveled by Moore is over 5,000 miles at a cost of over \$1,000. It is rumored that taxes in Monroe will be high this year.

A. R. Gormully is taking a two weeks' trip on a wheel through Ohio and Kentucky.



# Want a Leader for '95?

The numerous exclusive features of the Syracuse line for the season of 1895 insure an unprecedented sale of those always popular bicycles. The Crimson Rim has no superior in

**DURABILITY,**

**GRACEFULNESS,**

**STRENGTH,**

**LIGHTNESS,**

**FINISH.**

## Syracuse Bicycles

Will almost sell themselves next season. There are only a few agencies yet unplaced. If you are ready to talk business, write for details.

**Syracuse Cycle Co.**

Western Agents,

A. F. SHAPLEIGH HDW. CO., St. Louis, Mo.

SYRACUSE, N. Y.





The Prince of Wales on  
Wheels.

OUR cousins over in England are on the verge of insanity from delight over the fact that it now seems reasonably certain that his royal highness, the Prince of Wales, will soon be one of their number.

Surely this must be a matter of sincere congratulation for the cyclists in the United Kingdom. We of America are scarcely in a position to appreciate it. If his royal highness really does make up his mind to join us what a substantial victory it will be for us, to be sure! The Prince of Wales is the model after which all the men of England make themselves up. He is the plate on which the young men fashion their dress. He can make or mar a tailor, a hatter, a cobbler, or a cycle maker. To Prince Albert Edward can be applied the same description that Harry Hotspur's widow gave of her dead husband:

— He was indeed the glass  
Wherein the noble youth did dress themselves;  
He had no legs that practiced not his gait;  
And speaking thick, which nature made his blemish,  
Became the accent of the valiant;  
For those that could speak low and tardily  
Would turn their own perfection to abuse

To seem like him. So that in speech and gait,  
In diet, in affections of delight,  
In military roles, humors of blood,  
He was the mark and glass, copy and book  
That fashioned others.

Prince Albert Edward fills the bill. He may not be all that Harry Percy was, but to do him justice it must be said that he has not been given the chance. Yet there is no doubt that if he takes up cycling that pastime and sport will bear a stamp of approval that will carry farther than any other warrant would take it. We borrow our fashions and most of our thoughts and customs from the mother country. And if his royal highness decides to give us a lift in the little matter of cycling we, as Americans, will withdraw our constitutional objection to his royalty and will wish him a long and happy and prosperous reign—over Great Britain. The prince is the darling of the British public and if he only goes in for cycling now he will be sure of election (by popular suffrage) to the throne when his turn comes.

Once let H. R. H. straddle a wheel and the world is ours. We say this advisedly and we don't care who knows it.

#### Americans Abroad.

They are telling a good story on wee William Twinkle (J. M. Erwin) who has just returned from Paris. Bill does not pride himself on his knowledge of the French language. In fact it is said that it was his accent that drove the Italian Santo to the assassination of President Carnot. But Bill went up against the Frenchies just the same, and hurled his Gaelic at them, regardless, as they say.

One day Willie wanted to make a call. So hailing a cabby he got in the vehicle and roared out the following order:

"Au Boolyard de Plong-plong-plongplong!"

Cabby whipped up his horse, and in a few moments deposited his tiny passenger before the door of his destination. Jumping out Willie asked, in his own inimitable French, how much was the fare.

"Compeen?" asked William.

"Quoi?" returned cabby.

"Compeen? compeen?" reiterated the American, doing his best to get the proper nasal effect.

Still the cabman could not understand.

"Oh, the dickens!" exclaimed Bill, "how much is it? How much do you want?"

The face of the cabman lighted up with pleasure and intelligence.

"Oh," he replied in the ripest and richest of cockney accents, "hany-thing you loikes, guv'nor."

This tale reminds me of another told by a friend of mine who was traveling in Scotland. Americans in England, Ireland, and Scotland have always observed that the more outlandish the accent of the Britisher is the more inclined he is to laugh at the accent of the "Yankee." The English of this gentleman was comparatively pure, and he had been vastly amused by the merriment his accent made among the Scotties whose speech was execrable. He had often thought of Burns' lines about seeing ourselves as others see us, and had marveled how little the immortal Robert was appreciated in his own country. The climax was capped in a manner which caused my friend to laugh outright in the face of the critic.

He was traveling one day in a second-class apartment from Glasgow to

London. In the car were four or five Scotties. One old chap had been closely watching the Yankee and showing an expression of the deepest sagacity whenever the foreigner opened his lips. At last the auld laddie leaned over and touched my friend on the knee.

"Ye're an American, aren't ye?" he asked with a knowing and inexpressibly deep wink.

"I am," said the Yankee. "Why?"

"Do you ken," replied the Scott, with an accent thick enough to cut—"do you ken I thoct I recognized a bit o' the twong!"

#### Save Us From the Turks.

The Chicago *Tribune* recently took up the question of bloomers and had fun with it to the extent of two columns. The *Tribune* suggests that the introduction of the trousers among wheelwomen may lead to the adoption in general by women of the west, of the oriental pantaloons, so admired by a considerable number of people in Christian countries.

This question is, after all, a matter of taste. I have read glowing tributes to the Turkish costume for women written by persons who know a great deal about in and out of dress. But I have never been able to bring myself to a condition of mind which would incline me to admire the baggy trousers.

The Turkish dress may be artistic but I can not see it. It may be beautiful but I can see no beauty in it. It may set off the charms of womankind to more advantage than the skirt, but the effect is entirely lost on me.

In fact the baggy "pants" have always seemed to me to be ungraceful, ugly in the extreme, lacking in lines of beauty, and calculated to destroy the effect of whatever natural beauty a woman may be possessed of.

It is therefore with much concern that I regard any movement which may end in my women friends going about in a costume that reminds one of the Chicago Zouaves on dress parade.

Can the mind of man conceive anything more chaste, beautiful, inspiring or fitter for its purpose than the old Grecian dress for women? As to outline? Why it reveals all that is symmetrical and rotund and conceals whatever may be incongruous. As to convenience? It is an ideal summer or winter dress in any latitude. Beautiful? It is the very essence of beauty.

If we are to have a change then in our costuming for women give us the Grecian by all means. Who could ever think of comparing the bagginess of Turkish trouser-leg to the flowing airy grace of the Grecian robe? So much for that phase of the *Tribune's* suggestion.



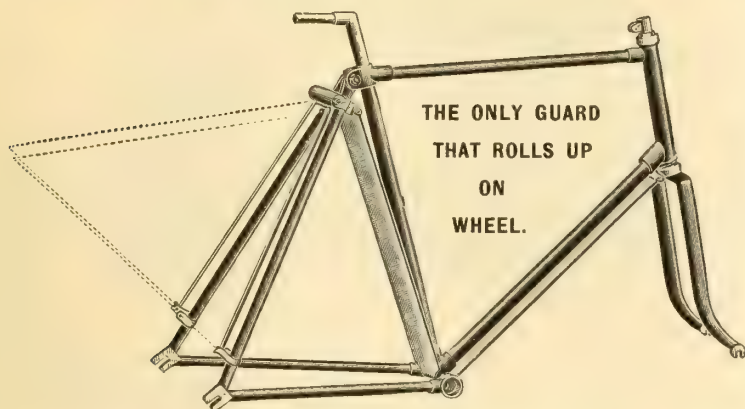
Now as to the cycle bloomers. This style of dress was never contemplated as a reform for beauty's sake. Its sole purpose is to relieve wheelwomen of the inconvenience of the skirt and in that respect it is admirable. I have too high an opinion of the intelligence of cyclists to charge them for one moment with thinking that bloomers, as now worn, are pretty. The fact is they are hideous. Bloomers in the present style are merely tentative. The time will come when the bagginess will disappear, when the form of the rider will not be disfigured as it is at present, and when the modern cyclist will be a dream of formal loveliness and dainty grace. But that will be when the reform has been, itself, reformed, and when the reformers will have the courage of *all* their conviction. The bloomer movement is, therefore, only in a transition stage. The best of it is yet to come, but let us sincerely hope that it will not result in the adoption of the hideous Turkish fashion. Give us something Roman, Grecian, Egyptian, Assyrian, Byzantine, or Christian, but spare us Allah and the prophet.

I am disposed to favor a return to the knickerbockers for men in all conditions of life. This is as it should be. But fancy us all, our wives, mothers, sisters, and sweethearts tricked out like the Chicago zouaves on dress drill. It is enough to induce nightmare.

The *Tribune* has a great field before it in the bloomer question, but I hope it will change its ways when treating of general reform for women's wear. A woman can vote just as well in flowing robes as she can with her legs in two gunny-sacks gathered in at the ankles.



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ON  
WHEEL.

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The lightest, handsomest, and most durable guard ever offered to the trade.

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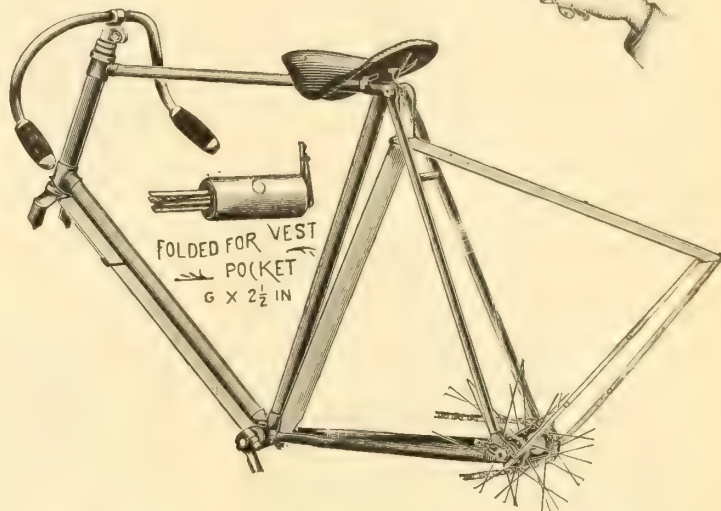
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28 x 28

WE MAKE A LINE OF 8 BICYCLES

{ FOUR FOR GENTLEMEN AND YOUTHS.  
FOUR FOR LADIES AND GIRLS.

## THE CRAWFORD MFG. CO.,

## HAGERSTOWN, MD.

NEW YORK BRANCH, 70 & 72 Reade St.

ST. LOUIS BRANCH, 608 North Fourth St.

MENTION THE BEARINGS





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, NOVEMBER 30, 1894.

No. 13.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"NEW STRAIGHT TO THE LINE, LET THE CHIPS FALL  
WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler  
agencies—so will the Fowler wheel.  
Direct all communications to The Hill Cycle Mfg. Co.,  
42-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

### WHAT WE ARE THANKFUL FOR.

We are thankful because we can be thankful.

We are thankful because our two years of business have been phenomenally successful.

We are thankful because we have no "swelled heads" about our establishment who have any "hobbies" except to make the Fowler the criterion of highest grade cycle building.

We are thankful because we can look any man or men straight in the eye and say we have been square in our dealings, and done as nearly as possible what we promised to do.

We are thankful, Oh so thankful, because we didn't get "nutty" on the Class B racket and put out a \$7,000 to \$12,000 racing team.

We are thankful that "The Fowler Truth" is not liked by our competitors any more than the Fowler wheel, which makes them yell "as good as the Fowler."

We are thankful that we are able to look on the crestfallen faces of our competitors (who had hired men "cocked and primed" to win the Chicago road race), and give them the "horse laugh."

Fowlers got first and second, "you know."

We are thankful that from the office boy to the president of our company every soul within the walls of our manufacturing establishment is enthusiastic over the Fowler.

We are thankful to present to readers of "The Fowler Truth" the photos of some of the world's greatest and most

renowned cycle editors, together with a few lines stating what they are thankful for.

We are thankful that there are going to be a couple of cycle shows, so that we can spring something on our friends the enemy that will make 'em yell all together "as good as The Fowler."

We are thankful that in our first mail Monday morning we received 134 letters—81 from good companies asking for agencies of the Fowler wheel for '95.

We are also thankful that the favored few who have seen the Fowler Bantam (our twenty-pound roadster for '95) say: "without doubt the neatest, strongest, most simple, up-to-date wheel they ever saw."

We are thankful that "The Fowler Truth" gave the manufacturers who were in the habit of loading cycling journals with "self-made trade puffs," such "straight from the shoulder" knockouts that very few such "blood suckers" still exist.

We are thankful we don't make record-breaking wheels, whose life is prolonged by a high salaried racing team, to cover up its defects in construction and material.

## KANSAS and MISSOURI AGENTS

### We Want Your Business

Heretofore the Fowler has been handled in your territory by Messrs. Avery Planter Co., of Kansas City. But for 1895 we have decided to do the business direct.

Write us for terms  
and territory.

Hill Cycle Mfg. Co.,

144-148 W. Washington Street,  
CHICAGO.

## Agents' Only Column.

Agents with up-to-date eyes, does this column strike you favorably? Could you give any better voluntary testimonial for the wheels you handle than our agents give to the world about the Fowler?

CAPITAL NATIONAL BANK.

SALEM, ORE, Nov. 20, '94.

HILL CYCLE MFG Co., Chicago, Ill.

Gentlemen: I wish to give you a short, **voluntary** testimonial regarding the merits of "The Fowler." I can conscientiously say that it is the best bicycle I ever saw. It is the stiffest, strongest, speediest, and prettiest wheel made. It is light, yet a good deal stronger than other wheels that are several pounds heavier.

The first Fowler ever seen in Salem arrived last April, and since that time, there have been **more sold here than all other** recognized high-grade wheels **put together**. Every Fowler rider is perfectly satisfied—not one having changed their mounts after once having owned a Fowler.

Yours truly,  
JOS. H. ALBERT.

Seventy-two words that mean much to an agent who is looking for an up-to-date, high-grade, satisfaction-giving bicycle. Read and think.

CALDWELL, OHIO, Nov. 20, 1894.

HILL CYCLE Co., Chicago, Ill.:

Gentlemen: During the last eleven years I have had some experience with nearly every high-grade bicycle made, but of the Fowler I say truthfully there is none its equal in easy running qualities and rigidity. Every Fowler sold (between twenty and thirty) gives perfect satisfaction, and my business relations with your firm have been the most pleasant. Fowlers will be in great demand in my territory next season. They are easy sellers.

Yours for success,  
C. C. CALDWELL.

When old and tried bicycle agents like Mr. Caldwell get enthusiastic, and unhesitatingly write as he does about the Fowler, it shows that there's something under the enamel that should be. Don't you want a wheel that you can say the same of with one year's experience as does Mr. Caldwell? You have it in the Fowler. Let's hear from you.  
HILL CYCLE MFG. CO.,  
144-148 W. Washington St., Chicago.



## THE FOWLER TRUTH.



1. N. H. Van Sicklen.  
4. J. A. McGuire.  
7. R. M. Jaffray.

2. S. A. Miles.  
5. F. P. Priol.  
8. C. W. Fourdrinier.

3. Abbot Bassett.  
6. Geo. K. Barrett.  
9. "Senator" Morgan.

## THEY GIVE THANKS.

Some of America's Foremost Cycling Editors Give Thanks Through the "Fowler Truth."

### From "Bi. World."

Editor "Fowler Truth": We are thankful that there are to be but two shows; that '95 promises the biggest business year ever known; that now prices will enable everybody to ride bicycles, and that the Fowler will be heard from as usual.

### "Cycling Life."

Editor "Fowler Truth": To give thanks for the benefits of the past season is a light task for all connected

with the cycle trade, remote or near. Remembering how other industries languish, we, as ministers to the trade, are doubly pious in such thanksgiving. And, peering into the future as far as we may, there seems abundant cause for a prolongation of the present feeling.

### Senator Morgan.

Editor "Fowler Truth": We are thankful that the best people now recognize, and all the people will soon realize, that the "American Wheelman" is the best paper in America.

### S. A. Miles.

Editor "Fowler Truth": Three months ago my housekeeper died suddenly. Since then the bull pup has been chewed up, and has gone to his rest. Two weeks ago a hired man fell from the windmill and broke his back. The next day my father died. Last night another hired man fell down stairs, injuring himself in various places. I am thankful that the farm is still there for others to experiment on.

### R. M. Jaffray.

Editor "Fowler Truth": I am thankful that a long-standing misunderstanding between the publishers of "Fowler Truth" and the "Referee" has been wiped out of existence; and to all friends of the "Referee" for its prosperity.

### J. A. McGuire.

Editor "Fowler Truth": I am thankful for legs that can master a bicycle; for eyes that can witness the defeat of the horse by the wheel; for a vision that detects the greatest sport extant; for your success and for that of the Cycling West.

### George K. Barrett.

Editor "Fowler Truth": I am thankful that I am too slow to race any more and can attend to business; that I have a steady job, and that "The Bearings" parrot lives in Van Sicklen's office and not in mine.

### N. H. Van Sicklen.

Editor "Fowler Truth": I am thankful for many things, prominent among which are that "The Bearings" has enjoyed a very prosperous year, and is now beginning another; that the trade is not suffering from an overproduction of machines as it was a year ago, and is liable to a year hence; that we are not getting out a Christmas number this year (and so are the dealers); that Chicago is to have the cycle show next year and thereafter.

P. S.—Also because "The Fowler Truth" uses two pages this week.

### F. A. Egan.

Editor "Fowler Truth": I am thankful because you have been generous enough to take truth from its former residence at the bottom of a well and give it a suitable home in Chicago.

### Abbot Bassett.

Editor "Fowler Truth": I know of no better text for a Thanksgiving sermon than the prayer of the Pharisee: "Oh, Lord, I thank Thee that I am not as other men." When I look about me and see some of the specimens of humanity that encumber the earth, I can think of no better cause for giving thanks. Ingersoll says, "The more I see of men the greater respect I have for dogs." Have I lost faith in humanity? No. In the possibilities of humanity I still have faith, though I am sometimes astounded to think of the task which must be accomplished."



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## MORE ABOUT ADVERTISING.

Last week we had something to say in a general way about advertising. This week we will attempt to illustrate our previous generalities by a few specific comments and criticisms on the advertising contained in this number of THE BEARINGS.

On the front cover we find the advertisement of the Union Cycle Mfg. Co. The Union people do not do a great deal of advertising, but they advertise consistently. That is to say, they do not patronize a great many papers, but those that they do patronize they patronize liberally and all the year around. One of the cardinal principles in advertising, especially for those people who are selling to the great public, is to keep the name of the goods to be sold and the name of the makers of the same constantly before the same great public. This principle applies to the bicycle maker whose goods are sold direct to the retail agent and whose wheels are all sold under the same name. It does not apply so well to those makers who make goods for the jobbing trade to be sold under any name that the jobber chooses to put on them. The Union ad. of this week tells of no performance made on Union wheels, does not set forth the mechanical merits of the wheels, nor does it contain any particular inducement for the rider or the agent to purchase the Union product. It does, however, contain what is known among advertising men as a "catch phrase," viz., something to attract the eye and awaken the curiosity of those who might not read a more elaborate display. The first impression that the reader gets when the ad. strikes his eye is, "I lead!" He naturally wonders what the phrase means and examines further, and discovers that instead of saying "I lead," it really says "Unions lead." The idea takes firmer root in his mind than as if the full assertion had stared him squarely in the face. Such assertions are too common to attract, at most, more than passing notice.

Unquestionably the best exponents of this general principle in advertising are Morgan & Wright. Their ad. in the center of a page of reading matter is expensive, but for them or any firm who desire to be kept constantly before the eyes and in the minds of the riding public it is well worth the money that it costs. They also realize the necessity of advertising good things when they have them to advertise, and in addition to their ad. in the center of the page they carry another page on which the performances made on their tires are recorded. They are good advertisers and their advertising pays them. Fowler, Palmer, Morgan & Wright, and G. & J. people are all good exponents of this idea. The Columbia, Stearns, and Sterling people are not.

What can be done in the way of attracting public attention by the liberal use of printer's ink without the expense of supporting racing teams, etc., is well demonstrated by the Monarch Cycle Co., whose double page advertisements have attracted attention all over the country. Taking the sum total of all advertising expense into consideration it is clear that this firm gets more, dollar for dollar, than E. C. Stearns & Co. Their expense for the year's advertising will be only a fraction of that of Stearns.

Another matter that figures very largely in advertising is the quality of goods put out. The best advertising that any concern can get is the advertisement that it derives from its own good wares. A concern that puts out good goods can score a big and a permanent success, while the concern that depends entirely on the use of racing men and printer's ink to advertise and sell its goods can never make more than a temporary success. Among others who keep constantly before the cycling public are the Pope Mfg. Co., the Overman Wheel Co., the Western Wheel Works, the Palmer Pneumatic Tire Co., the Gormully & Jeffery Mfg. Co., and many others whom we could name.

This principle of advertising may well be named "persistency." Another principle, which is second only in importance, may as appropriately be termed "novelty." Novelty in advertising is as hard to compass as in any other line of business. When we say novelty we do not mean that every advertisement that is written must be a startling innovation, but that the general style of the advertising must be different from that of others, that the advertising should have a characteristic of its own and must be distinctive. The best exponent of this style of advertising in THE BEARINGS is the Hill Cycle Mfg. Co. with its "The Fowler Truth." The only other that we think ranks with it are the ads. of the Eagle Bicycle Co., which appeared for some months in the earlier part of the season. They used a half page for a series of cartoons designed to impress on the reader the merits of their aluminum rims. The cartoon was changed every week

and was a very expensive as well as very good method of advertising. It was used for THE BEARINGS alone, but could have been used in a dozen other papers for a sum not much greater, in which case the additional expense for each paper would have been comparatively little. The company is now running the same ad. week after week. They have an ad., however, which can hardly fail to attract attention. It is on the order of the Morgan & Wright, Andrae, and Buffalo Tricycle Co.'s display, and is better than any of them, unless it be Morgan & Wright's.

Another principle of advertising may be placed under the caption of the present popular slang phrase, "A good thing; push it along." This principle is that of following up a good performance or a big deal, anything in fact that attracts public attention, with a liberal use of printer's ink. The best exponents of this idea at the present time are the American Dunlop Tire Co., who are advertising their series of "Big Deals," with two-page displays in all the principal cycling papers.

## ARE HANDSOME WHEELS.

The Peerless Mfg. Co., of Cleveland, are sending samples of their 1895 wheels to their agents in all parts of the country. If such a thing were



Triangle Light Roadster.

possible the '95 Triangles have several improvements. The same graceful lines that characterized the Triangle in 1894 have been retained, while several minor improvements will make this tidy wheel a ready seller. The full roadster weighs twenty-five pounds, and lists at \$100. The light roadster is a particularly graceful machine, and

certainly make a stir in

weighs but 21½ pounds. The ladies' wheel will trade circles. Handsomer lines could not have been selected. The wheel weighs 24 pounds, all on, and is a staunch little machine.

## Kirkpatrick Awarded Damages.

NEW HAVEN, CONN., Nov. 23.—Thos. J. Kirkpatrick has been awarded damages by the United States Circuit Court against the Pope Mfg. Co., amounting to \$8,863 and interest from July 1, 1892. Action was brought to recover damages for the non-payment of royalties on the Kirkpatrick saddle. The Pope company bought the inventor's right in the saddle, agreeing to pay him a royalty. The royalty was paid for a time, and then, it is alleged, payment was stopped, and the company shortly after introduced a new saddle, in which features of the Kirkpatrick saddle were incorporated. The decision was rendered by Judge Townsend.



The Ladies' Triangle.

## Frank Riggs in Boston.

Frank Riggs, an ex-Chicagoan, who has been in the employ of E. C. Stearns & Co. for some time past, has made a change. He goes to Boston to take charge of the retail store of H. B. Shattuck & Son in the old Quadrant store on Columbus Avenue. This firm has the agency for the Stearns wheels for the whole of New England.

## Dunlop Chicago Branch.

The American Dunlop Tire Co. has opened a Chicago branch at 266 Wabash Avenue, in charge of William Cahn. Small orders from this part of the country will be filled from this branch, while large ones will be shipped direct from the New York factory as hitherto. Repairing will also be attended to at the Chicago office. The place will be in running order by the 15th of December.

G. N. Jordon, formerly with the Royal Cycle Works, is in Chicago. Mr. Jordon is here in his own interests looking up several positions offered him.

President Henry B. Smith, of the National Cycle Co., spent one day this week in Chicago on his way to California, on a trip of combined business and pleasure.

Two forces are already at work at the tire factory of Morgan & Wright, a day and night force. Everything is in full blast here and, by the way, '95 tires are already being shipped to the cycle manufacturing trade.

F. D. Howard, who for the past three years has been connected with the Warwick Cycle Co., has severed his connection to accept a responsible position with the Lamb Mfg. Co. of Chicopee Falls.



## ENGLISH TRADE NOTES.

LONDON, Nov. 10.—The Jointless Rim Co., Ltd., of Aston, Birmingham, have had a large advertisement in most of the English wheel journals this week by having had a party of representatives down to view their spacious works and see the really wonderful process by which this celebrated rims are made. I think the "Jointless" rim is one of the very best at present manufactured. They are immensely strong laterally and are all tested to a weight equal to a fourteen stone man standing upon them. This is done by raising the rims from the ground at each side and then applying a pressure of seven stone at each side of the unsupported portion. When it is remembered that this strain is put on the rims when they have no spokes to support them, it will readily be seen how little chance there is of a "Jointless" rim buckling when it is built into a wheel.

With the advent of winter there is a rage for non-slipping tires, and really the market is quite flooded with them. I should be very sorry to say which is the best of the many now before the public, but I hear that nearly all the devices which have lately been brought out decidedly slow the tires; therefore I expect that riders will risk side slip as they have done in the past. Personally I rather fancy the new Dunlop cover which I recently described and I can not see how it is going to slow the tire appreciably I hope to try it shortly.

I have been riding the new No. 17 Humber tandem [C. W. Brown's patent] for lady and gentleman. The machine is on the lines of the firm's ladies' safety which I described recently, the frame being carried below the crank brackets, the lower double forks being bracing stays. The rear crank bracket is placed higher than the front one, so that the male rider, who has the practical control of the machine—for although the steering is double it is geared down in his favor—can see the road better than on the ordinary pattern of tandem safety. The steering couplings consist of two small pulley drums, one on the head of the machine just below the lower ball race and the other connected to the bottom of the long steering post of the rear handle-bar. On these drums short chains work, the ends of which are connected together by tension wires, the result being that there is positively no shake between the handle-bars, as is so often the case where coupling-rods are employed. The steering gear is entirely below the lady's dress and is so arranged that it can not possibly be caught in any way. The trial machine is considerably heavier than future patterns, but in spite of its weight it was ridden over twenty miles within the hour on slightly sticky roads by a lady and gentleman one day last week. As the lady rode in an ordinary skirt this demonstrates that the new tandem is likely to prove exceedingly fast.

By the way, the additions to Messrs. Humber & Co.'s Beeston factory are going on well, and I understand that the new buildings will be ready for work in January next. The new wing will enable the output of the firm to be greatly increased and by all appearances this will be the case. Although the last balance sheet shows a larger profit than in any previous year, I fancy next year's one will be even better.

I understand that Robert Cripps has withdrawn from the firm of Humber, Cripps & Goddard, the makers of the Nelson cycles, and that the well-known Nottingham house will be carried on by Humber & Goddard in future.

Another trade change is the amalgamation of the St. Andrew's Cycle Co. with the new Ormond Cycle Co., Ltd. The management of the new concern will be in the hands of Robert Willis, who has for so many years been connected with the Ormond Co. The already large works at Romford are being extended, and a big business is likely to be done, as the Ormonds have a very good name in this country.

Once more the question of an electric lamp for cycles is being raised by the cycling press. It certainly does seem strange that no electrician has brought out a really successful article, for there can be no doubt that it would have a large sale. I believe that there is a fortune awaiting the man who will give us an electric cycle lamp combining the following points: To require no recharging [i. e., to be driven by a small dynamo attached to the machine]. Weight not to exceed 2½ pounds including dynamo and all gearing. Price not more than \$8 complete. Now can not any of the clever electricians of your country manage this little thing for us? I can assure them of a good market.

I understand that Humber & Co. will exhibit a tandem safety for two ladies at the next National Show. This will be a bit of a novelty, as so far as I am aware there has not yet been introduced a successful machine of this kind. The Quadrant Cycle Co. did, I believe, make a tandem for two ladies a year or so ago, but it was not apparently very much sought after, owing to the weight of the frame. The new machine will scale little, if any, more than a tandem for two gentlemen. It should find a ready sale. The machine is a single steerer.

Dan Albone, of Biggleswade, who was the first cycle maker to apply ball bearings to carriages, will have a new dog cart on view at the Stanley

show, fitted with a special kind of bearing and with the very latest Dunlop carriage tire. It will be sure to attract considerable attention. Pneumatic tires for the better class of horse drawn vehicles are certain to come into general use sooner or later.

Everything connected with the cycle trade this week has been at high pressure, owing to the rapid approach of the Stanley show, which opens next Friday. From what I can gather I believe that the exhibition will be a highly satisfactory one and that the efforts of the Stanley committee and Mr. Lamb will be crowned with success. Nevertheless, I do not think that the show has been nearly so well advertised as the National. The posters of the latter are to be seen all over London, but the Stanley announcements are as yet few and far between. I can not help thinking that this is a great mistake, the secret of modern success is advertise, advertise, advertise!

Of course, there are advertisements and advertisements, and I certainly think that the trade here spend a great deal of money in getting records to advertise to no purpose. That many firms are coming at last to the same conclusion is proved by the rumor I hear that it is likely that an agreement will shortly be made between the chief houses with regard to the checking and employing of amateurs. The idea is that the combining houses shall not advertise any record that has been made, or any race that has been won on any particular machine, and shall use their influence with the press to prevent publication of the same. This, if carried out, would be a great saving to the trade, but I fear the press portion of the programme will never work, some young pressman is certain to endeavor to curry favor by making "a mistake" in the interests of this or that firm. By the way, I like the bold announcement "employing of amateurs!" It is very funny after all the fuss about the licensing scheme and the Herne Hill cry of purity.

Of the Rudge-Whitworth capital of \$1,000,000, \$150,000 are to be offered to the public, half in ordinary and half in debenture stock. With the good names of both companies as advertisement there is no doubt that the shares will be eagerly taken up.

A new self-lubricating chain has just been brought out by Mr. Brampton, the inside links of which are made hollow instead of in the ordinary block form. I entirely fail to see the use of a chain of this description in these days of gear cases, but perhaps they would be suitable for the American trade, as, in spite of the usually advanced ideas of the new world, oil-bath cases are, I believe, rather the exception than the rule in the States.

I have lately been further experimenting with the Spring Chain Wheel, which is now fitted with ball bearings, and I am bound to say that I can find no advantage in the contrivance. On the contrary I am certain that there is a distinct loss of power, and I found the machine run very badly when hills had to be surmounted. I can not imagine how the company can possibly claim increased power or how it is that they say a higher gear can be used. My experience is quite the other way, but of course I may be differently constituted to those who swear by the arrangement. Still I have only met one man who is

independent and who has given the machine a fairly long trial, who has found any merit in the wheel.

I hear that C. W. Nairn is about to start a new cycling journal, and I very much doubt if this will be warmly welcomed by the trade, unless it is to be an independent publication. The advertisement tax is already very great, too great in fact for many of the smaller firms.

The rage for narrow treads which is just now at its height has caused many improvements in the methods of attaching the pedals to the cranks, and William Bown has brought out a very neat detachable pedal which should prove very effective. The pin is screwed into the crank in the ordinary manner employed for fixed pedals, except that it is provided with a flat, by which it may readily be turned. The screwed end, however, is drilled out hollow and slightly coned, so that a taper pin may be screwed into it, the effect of which is to spread the end of the pin and so force it tightly against the thread in the crank. It is claimed that this arrangement is particularly firm, while at the same time the pedal may easily be detached.

A great war is at present being waged between the rival tire companies, and week by week advertisements appear in the various cycling journals which are "corrected" in the next issue. So the game goes on, but what I am wondering is, "Is it worth the candle?"

A. C. Hills, who is a very well-known cycling journalist, has been appointed manager of the Osmond Cycle Co., Ltd. He is a good man, and knowing what he does of the trade should be able to boom the Osmond cycles well. He has the reputation of being an excellent man of business.

The prices realized for second-hand machines have been better of late, and, in spite of the enormous number which have been put upon the market during the season, there is still a good demand, more particularly for ladies' safeties. With the shows so close upon us prices are I expect bound to fall so far as second-hand machines are concerned. Most riders when they have placed their orders for new cycles are desirous of disposing of their old mounts as soon as possible.





**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**GI**

# WORLD'S RECORDS.

ALL ON MORGAN & WRIGHT TIRES.

J. S. Johnson on a Stearns fitted with M. & W. Tires.

1—1 mile flying start straightaway	1:35 2-5
2—1 mile flying start regulation course	1:47 3-5
3—1-3 mile standing start regulation course	:39
4—1-2 mile " "	:55 1-5
5—2-3 mile " "	1:16 1-5
6—3-4 mile " "	1:25 1-5
7—1 mile " "	1:52 1-5
8—2 miles " "	4:01
9—3 miles " "	6:09
10—4 miles " "	8:15 2-5
11—5 miles " "	10:22
12—1-4 mile flying start " "	:23
13—1-3 mile " "	:32 2-5
14—1-2 mile " "	:51 2-5
15—2-3 mile " "	1:11 4-5
16—3-4 mile " "	1:21
17—2 miles " "	4:02 4-5
18—1-4 mile " straightaway course	:21 2-5
19—1-2 mile " "	:46 4-5
20—3-4 mile " "	1:11 4-5
21—1-2 mile unpaced " "	:55 3-5
22—1 mile " "	1:57 4-5

H. C. Tyler on a Union fitted with M. & W. Tires.

23—1-2 mile flying start unpaced	:54 1-5
24—3-4 mile " "	1:32 2-5
25—1-4 mile standing start unpaced	:26 2-5
26—1-2 mile " "	:56 4-5
27—1 mile four lap track	2:03 1-5
28—1 1-4 miles standing start	2:30 1-5
29—1 1-3 miles " "	2:40 3-5
30—1 1-2 miles " "	3:00 4-5
31—1 2-3 miles " "	3:22 1-5
32—1 3-4 miles " "	3:32 2-5

A. Gardner on a Berlo fitted with M. & W. Tires.

33—1-3 mile flying start unpaced	:39 1-5
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H. Davidson, Class "A," on a Brantford fitted with M. & W. Tires.

34—1-4 mile standing start	:30
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35—1-3 mile " "	:40
36—1-2 mile " "	:58
37—1-4 mile flying start	:24 1-4
38—1-2 mile " "	:52 4-5
39—1-4 mile standing start unpaced	:28 1-5
40—1 mile " "	2:14 2-5

Nat Butler, Class "A," on a Lovell Diamond fitted with M. & W. Tires.

41—1 1-4 miles flying start	2:36
42—1 1-3 miles " "	2:45 2-5
43—1 1-2 miles " "	3:05 2-5
44—1 2-3 miles " "	3:26 2-5
45—1 3-4 miles " "	3:36 4-5
46—2 miles " "	4:07 2-5

E. E. Anderson, Class "A," on a Stearns fitted with M. & W. Tires.

47—1-4 mile flying start unpaced	:26 4-5
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Gardner and Bainbridge on a Union Tandem fitted with M. & W. Tires.

48—3-4 mile flying start	1:23 1-5
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Kennedy, Murphy, and Saunders on a Stearns Triplet fitted with M. & W. Tires.

49—1-4 mile standing start	:30 1-5
50—1-3 mile " "	:40
51—1-2 mile " "	1:00
52—2-3 mile " "	1:20 1-2
53—3-4 mile " "	1:31
54—1 mile " "	2:01

Kennedy, O'Connor, Seavey, and Rhodes on a Stearns Quadruplet fitted with M. & W. Tires.

55—1-4 mile standing start	:25 1-5
56—1-3 mile " "	:35

W. DeCardy on a Syracuse fitted with M. & W. Tires.

57—10 miles on the road	24:13 1-2
58—15 miles " "	37:38
59—20 miles " "	50:38
60—25 miles " "	1:03:52 1-2

Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

61—15 miles on the road in competition	41:25 1-2
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**MORGAN & WRIGHT,**

CHICAGO.

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES



I fancy there will be very few front drivers in either of the shows this year, for there seems to be no doubt that this class of cycle is rapidly going out of favor. The fact is it is too slow, except with a very good man up, to commend itself to the majority of wheelmen, although the type has many advantages as a purely winter machine. Unfortunately, however, the pockets of but few cyclists are so well supplied that they can afford two separate mounts to suit the seasons, and so they choose the one which has proved itself to be the best all-round pattern. The Bantam still finds favor, and notwithstanding its small wheels, it is a wonderfully cleanly winter mount, in addition to being by far the fastest of the front drivers.

WILL O' THE WISP.

### TRADE HAPPENINGS.

GENEVA, OHIO.—Geneva Cycle Co., reported last week as sustaining a fire loss of \$1,000, incurred more serious damages than was then reported. An explosion of gas in the brazing room produced damages to the extent of \$10,000, which are fully covered by insurance. Before the walls were cold, the work of rebuilding was commenced, and the entire plant was again in operation.

PHILADELPHIA, PA.—W. G. Anderton, bicycles and bicycle sundries, is reported to have had judgment entered against him for \$167.

SAN FRANCISCO, CAL.—Christ & Christopher, bicycles, etc., chattel mortgage for \$3,000 has been released.

CHICAGO, ILL.—The Monarch Cycle Co. have increased their cash capital by paying in \$100,000. Their paid-up capital is now \$300,000, with a surplus of \$140,000. The company announces that George H. Pixley is now connected with C. F. Guyon Co., New York, the eastern branch of the Monarch company. Mr. Pixley will act as superintendent of agencies.

BUTLER, IND.—The Butler Mfg. Co., bicycles, succeeded by new company, known as the Butler Co.

BELVIDERE, ILL.—William M. Sawyer, sporting goods, new dealer who invites correspondence with manufacturers of sporting goods and bicycles.

STERLING, ILL.—The Dillon-Griswold Wire Co. certified to a decrease of capital stock to \$15,000.

SYRACUSE, N. Y.—The Barnes Cycle Co., incorporated by Charles F. Saule, Arthur R. Peck, and Charles A. Bridgeman, of Syracuse, and others, to manufacture and sell bicycles, and bicycle supplies. Capital stock, \$100,000.

KENNER, LA.—The Folsom Arms Co. will organize another company to erect a shell factory. Henry Daniel is to be president, John M. Hyman, secretary-treasurer, and C. R. Urquhart general manager; all of New Orleans.

TOLEDO, OHIO.—The Dauntless Bicycle Co. has been incorporated, with a capital stock of \$25,000.

MUKWONAGO, WIS.—The Mystic Cycle Works, incorporated by A. Harden, Perry P. Camp, Clinton Palmer, and others, to manufacture bicycles. Capital stock, \$6,000.

BATTLE CREEK, MICH.—The Meteor Cycle Co. will remove their manufacturing plant to Saginaw, Mich., and considerably enlarge its facilities.

ARLINGTON, WIS.—F. A. McKillips, hardware, bicycles, etc., succeeded by McKillips & Bissell.

TOLEDO, OHIO.—The Dauntless Bicycle Co., incorporated by John B. Melink, Titus B. Terry, Charles T. Melink, Samuel R. Dority, and Rufus H. Baker, to manufacture bicycles, tricycles, cycle fittings, and supplies. Capital stock, \$25,000.

BRANFORD, CAN.—The Henderson Cycle & Mfg. Co., Ltd., has succeeded the D. S. Henderson Mfg. Co., and will manufacture a high-grade wheel, to be known as the Common Sense.

ST. PAUL, MINN.—The A. D. Smith Cycle House will open new bicycle store January 15, and will handle the Sterling.

WINSTON, N. C.—Overman & Merriman opened new hardware store, and will take up bicycles. Correspondence invited with manufacturers of bicycles and bicycle sundries.

NEW YORK, N. Y.—The Whitman & Barnes Mfg. Co., at 111 Chambers Street, New York, are putting on the market an improved nickel-plated bicycle wrench for high-grade machines.

HARTFORD, CONN.—The League Cycle Co., which three months ago decided to reorganize and increase its capital stock to \$100,000, is said to be entertaining overtures, looking to the transferring of its manufacturing plant to some other city.

WYNNE, ARK.—M. O. Burton, hardware, bicycles, etc., sustained damages in recent fire.

NORTHFIELD, MASS.—Charles W. Felts, bicycle manufacturer, is negotiating with business men at New Bedford, Mass., looking to making his present plan a nucleus of a larger enterprise, to be established at New Bedford.

INDIANAPOLIS, IND.—The Eclipse Bicycle Co. have made the Simmons Hardware Co., of St. Louis, their exclusive representative in the west, northwest, and southwest.

CRESTON, IOWA.—F. H. Kingsbury, hardware, bicycles, etc., reported going out of business.

TAMPA, FLA.—L. B. Lee & Co., new hardware firm, invite correspondence with bicycle manufacturers, looking to accepting agency.

### NO SHOW FOR PHILADELPHIA.

PHILADELPHIA, PA., November 24.—A few weeks ago the prospects for a cycle show being held in this city during the coming winter were very bright, but now all is changed and it is safe to predict that for the first time since the inception of such exhibitions in this city five years ago the Quaker City will not have its annual show. At the recent meeting of the Associated Cycling Clubs that organization did not feel inclined to burden itself with the responsibility, but announced its willingness to manage the show if the dealers would take care of the financial end. This ultimatum was presented to the Trade League at its first annual meeting at the Hanover Hotel last Tuesday night and there was considerable discussion over the question. It was finally decided to instruct the secretary of the League to reply to the letter of the A. C. C. to the effect that they could not officially request the A. C. C. to hold a show, and pledge the support of the League, owing to the difference of opinion which existed among the members on the question. The smaller dealers were in favor of a show, while the larger ones did not look upon the scheme with favor, the latter not believing that they would gain anything in the transaction. The smaller agents, however, would have everything to gain and nothing to lose, and recognizing that fact they have been very earnest in trying to gain their ends.

### Made a Fortune in Wheels.

A Chicago man is reported to have cleared a tidy fortune this season by fortunate speculation, combined with business sagacity. The plan is worthy of emulation. It seems that early this summer the gentleman in

question was seeking a vacation. Running across what he considered a bargain in wheels, 1,000 were purchased. These were sold at a profit over all expenses of \$16 each, or \$16,000 on the lot. The salesman toured from city to city, from crossroads to crossroads, selling one wheel at least and sometimes more in each place. He had purchased the wheels at a bargain from a manufacturer whose stock was too large for the season's consumption and he could sell at a bargain. His sample wheel was the one he rode.

The stock was shipped direct from the manufacturer. Pleased with his first success the salesman at once purchased 500 more wheels of another make, on which he expects to clear \$30 each. Doing so, his profits on the second lot will be \$1,500, and on the season, \$31,000. This is not half bad and only serves to demonstrate the fact that there is a living in this world for every man with brains. This gentleman gained in health by the exercise; he satisfied a longing for touring, and in addition earned a princely sum for his season's work. There is a vast amount of territory in this country as yet unopened to the bicycle business. There are places innumerable that will not support a live bicycle agent. In these places people will be found, perhaps only one, perhaps two, who have the necessary cash and will buy when properly approached and brought to a realization of the benefits to be derived from a bicycle.

### Offered a Princely Salary.

Traveling men can be secured for almost nothing, according to the understanding of one firm in this country, not a hundred miles from Chicago. This firm has written to a prominent traveling man in Chicago offering him a six months' contract at \$150 a month. The traveling man is, however, to pay all his own expenses. Should he place over 120 wheels in six months from December 1 he will receive 10 per cent on his sales of all wheels over the 120. Every cycle salesman will recognize that to sell 120 wheels in the six months, from December 1 to June 1, for delivery during that time, is exceptionally good work, as during that time few but sample machines are ordered. It was expressly stipulated that at the end of six months all dealings between the salesman and his firm were to close. Thus the salesman places the business for the firm for an entire year, receiving expense money only and is then thrown out at the very time when his best business will begin.

### Recent Patents.

526,161. Drive-chain. James H. Mitchell, Philadelphia, Pa. Filed May 18, 1893.

526,185. Pneumatic tire. Joseph N. Goldbacher, New York, N. Y. Filed December 6, 1893.

526,210. Ice-velocipede. Samuel Young, Ontonagon, Mich., assigner of one-third to Michael A. Powers, same place. Filed January 19, 1894.

526,265. Means for supporting velocipede-saddles. Charles de Rossetti, London, England. Filed March 3, 1894.

526,317. Brake for velocipedes. Joel H. Hendrick, Springfield, and Arthur H. Fay, Chicopee, assigners to the Warwick Cycle Mfg. Co., Springfield, Mass. Filed November 4, 1893.

526,360. Bicycle. Victor Belanger, Boston, Mass., assigner of one-half to Josiah Quincy, same place. Filed May 28, 1894.

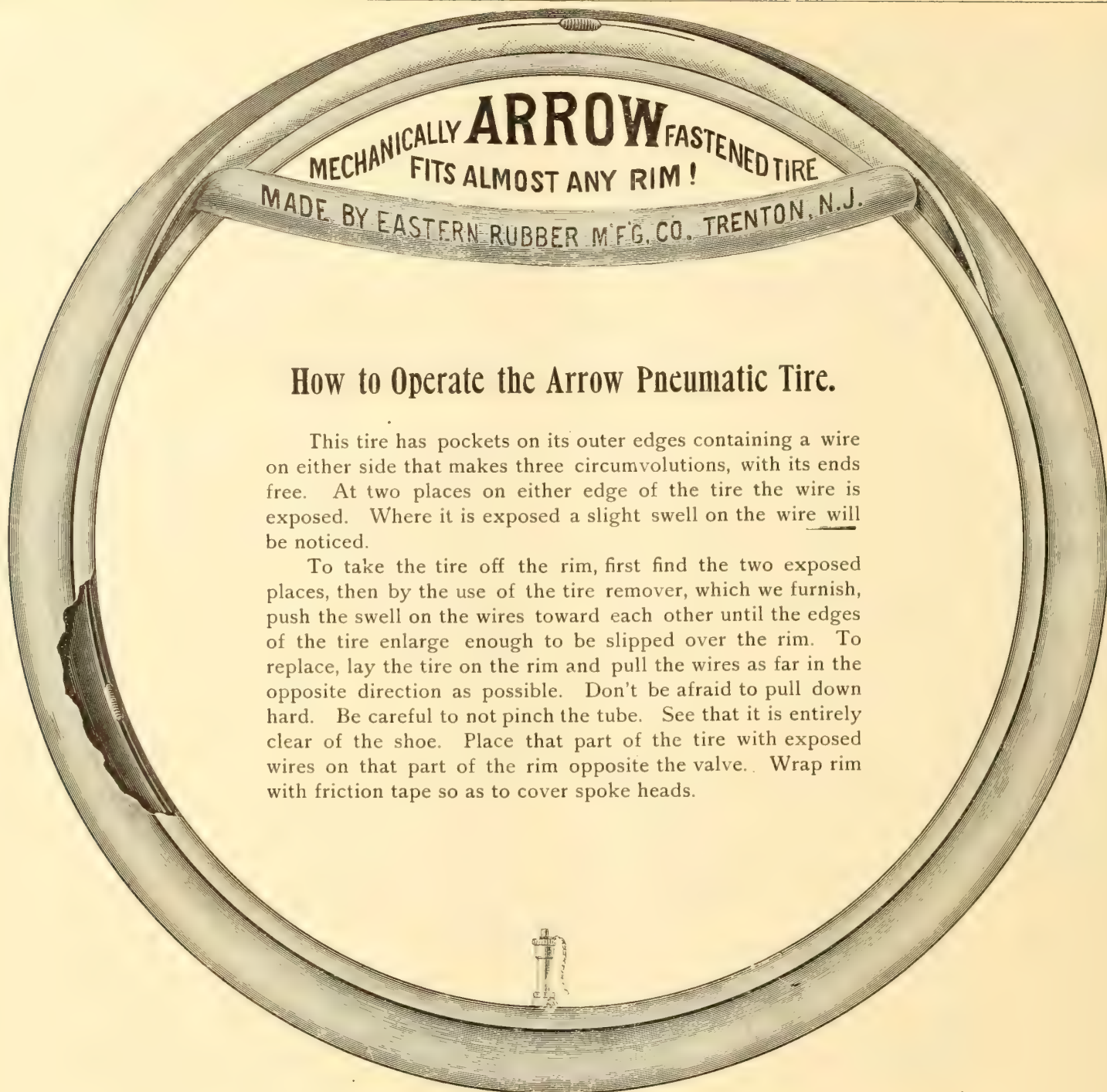
### WILL HANDLE THE SYRACUSE.

The accompanying cut illustrates the store of Farwell, Ozmun, Kirk & Co., hardware jobbers, at St. Paul. This firm is virtually an accession to the cycle trade, they having only handled the wheel business in a small way during the past year. They are, however, making a big bid for trade in 1895, and no doubt they will be accorded a fair share of patronage. They



have a small army of salesmen, and with such a well-established line of goods as they have secured, viz., the Syracuse as a high-grade line, and the Crawford for a medium, they will prove to be strong competitors in the northwestern territory, in which they have exclusive control of the wheels mentioned. The firm will be represented on the road by A. J. Holmes, so well known to the trade by reason of his long connection with the McIntosh-Huntington Co., of Cleveland.





## How to Operate the Arrow Pneumatic Tire.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible. Don't be afraid to pull down hard. Be careful to not pinch the tube. See that it is entirely clear of the shoe. Place that part of the tire with exposed wires on that part of the rim opposite the valve. Wrap rim with friction tape so as to cover spoke heads.

## ARROW MECHANICALLY FASTENED TIRES.

These simple, practical, and durable tires are selling like hot cakes. They are novel, and as one large manufacturer of bicycles said today, that they were constructed on the first and simplest mechanical principle that he learned at school, and that perfection had been attained. Nothing like it for novelty and practicability.

## REX TIRES.

We are continually receiving voluntary letters from riders and manufacturers extolling the good merits of our tires. For cemented tires it is the acme of perfection. It is light, resilient, and strong.

## CLIMAX TIRES.

This is the best molded inner-tube tire manufactured. They recommend themselves. Any bicycle having "CLIMAX" tires fitted to its rims is easily disposed of by the dealer.

## TIRES TO FIT G. & J. RIMS.

Our universal clincher tires fit G. & J. and all similar rims. They are better than any clincher tires of this description ever before manufactured. If you are in need of a clincher tire of this pattern for new wheels or repair work, write us for prices. They are astonishingly low.

? How many dealers have received the circular letters which have been ground out by a certain tire manufacturing company, containing the commanding sentences, "You must," "you shall," "we will," "we won't?" They have disregarded all business courtesy, and do not send letters of this nature to large manufacturers, but humble and try to intimidate the smaller buyer and insult his intelligence.

One man's money is as good to us as another's. We deal fairly by all.

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

## EASTERN RUBBER MFG. CO.,

TRENTON, N. J.



## WORKING THE TIRE MANUFACTURER.

As an instance of the manner in which tire and wheel manufacturers are worked by racing men (actual and would-be) the following received by a prominent tire firm is cited:

GENTLEMEN: Yours of recent date at hand. Your guarantee *does not refer to racing tires*. Now gentlemen if you could see what I have done this season, both on my racer and verbally I think you would act differently. I am not going to boost myself in the least now but I am going to give you facts: I am only seventeen years old and have won on your tires seven firsts, five seconds, three thirds, and one fourth, including three championships (county, club, and city). Now you can see from this I have a great deal of influence and I have no enemies (except ex-champions). All this season I have boosted your tires and I bought and paid for them, too. I have done more good than any Class B man. I like the riding qualities and speed of your tire. Now I will give you a little advice. If I have to pay for that tire what I say of that tire in the future will do it no credit. Now if you want me to speak a good word for you and your tires you had better give me that tire. I am also holder of one (local) track record, and am the pet rider of— I weigh — pounds and am — feet — inches in height and have got the name of being the prettiest and most clever little rider in the state. Now you can do what you choose, I have got to have a tire. If you will not give it to me why give it me as cheap as you may. I beg pardon if there is any rudeness in this letter," etc., ad libitum.

The letter was signed by the writer and a witness. What *could* the poor tire man do?

### To Raise the Wind.

The Heath ball valve pump for '95 has several improvements over this year's model. The barrel is 12x1½ inches, with an eighteen-inch light detachable hose attachment. The coupling has been improved so that it now fits any kind of a valve. When closed the pump is but sixteen inches long and weighs twenty-four ounces. One hundred and twenty-five pounds pressure can be raised with the pump. Two dollars forwarded to the S. F. Heath Cycle Co., 703 and 705 Nicollet Avenue, Minneapolis, will bring one of these wind raisers.

### Studley & Barclay Will Manufacture.

Studley & Barclay, of Grand Rapids, Mich., have contracted for a line of strictly high-grade wheels to be made to order from their specifications, and will market them under their own name; consisting of a roadster twenty-four pounds, a road racer twenty pounds, and a ladies' wheel twenty-six pounds. This firm did a successful business the past season, and with W. B. Jarvis still in charge will undoubtedly maintain their place as one of the largest cycling jobbers in Michigan, and one of the largest

jobbers of sundries in the country. They will issue in a short time the most complete sundry catalogue ever published.

### He Rode A "Lyndhurst."

Paul Grosch, the Montclair Wheelmen's crack cyclist, broke all records for the quarter-mile, flying start, at the club races of the Montclair Wheelmen, on Valley Road course, at Montclair yesterday afternoon. Grosch's time was **20 1-2 seconds**, a remarkable performance. Fully 1,500 people witnessed the exhibition, which was run under favorable conditions. He did not have the wind on his back, although a strong wind was blowing at the time. It blew across the course if anything. The course was not an inch short, according to the club officials, who had the road measured by an experienced surveyor. It will probably be some time before this record is lowered.—New York *World*, Nov. 7.—Adv.

### Berney Bird as a Dealer.

ST. PAUL, MINN., NOV. 27.—Another new firm in St. Paul is the Bird Cycle Co. They have leased the building at 7 West Third Street, Bridge Square, and will begin a general cycle business, handling about three of the best wheels on the market, with a few medium grades. They will also build wheels to order, from sixteen to twenty-five pounds. They will have the most complete repair shop in the city, and the most difficult jobs will be done on short notice. B. B. Bird and Thos. L. Bird compose the firm, and, with their experience in the wheel business for the past five years, they ought to make a success. B. B. Bird has held the state championship for the past three years and has shown himself equal to any of the Class A riders in the country, winning forty-three out of fifty-four races he started in in '93, and about the same number in '94. Thos. L. Bird has done very little track riding this season, but is well known as a road rider, having participated in all the road races of any note in the northwest, holding the ten-mile road competition record for the state of 28:27. The firm will be ready for business shortly. They are open for correspondence, especially with material houses.

The Hill Cycle Mfg. Co. will handle sundries and accessories the coming season, and would like manufacturers in the sundry line to write them.

## A VACATION FOR TRAVELING MEN.

Sam T. White, the traveling man, is mapping out extensive plans for a two weeks' vacation a wheel of the traveling men of the cycle trade. This is to take place some time the latter part of next summer. The party will tour through Wisconsin's beautiful lake region, traveling some twenty miles a day and stopping a day at each summer resort.

The racing men enjoyed a needed vacation last year at Asbury Park, N. J., and while on the circuit later some selected a beautiful spot in Wisconsin for another year's vacation. This is at Green Lake, some seven miles from Ripon. Here is a large hotel about 250 yards up from the lake, with cottages on all sides. There is slanting and heavily wooded ground between the hotel and lake, making a beautiful loafing spot. The lake is several miles wide and fifteen and more miles long, with splendid bathing and fishing accommodations. Numerous yachts may be had for the asking, a trip on which, with a fish dinner at some little camp up the lake, will be long remembered. There are hundreds of pretty girls, there is dancing every evening, hay-riding parties and all that, things that summed up meet exactly the racing man's idea of a vacation time, when he can for the time think of something beside racing.

### Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women, and even old men, would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill.

20

### Union and Columbia Racing Wheels.

Mr. Walter Measure takes great pleasure in reciting the splendid performances of the Union wheel on the racing circuit this season. Especially does Mr. Measure lay stress on the fact that not one Union wheel has been broken, Sanger and Tyler each having ridden the one wheel throughout the year. No attempt was made to place these men on featherweight machines. The racing wheels of these men tipped the scales at a little over the regular weight of racing wheels. In several falls Union racing wheels have come out triumphant. In one instance a Union and another racing wheel clashed together and so tightly were the frames interlocked that some time was necessary to separate them. The Union came out with a broken rim only, while the other wheel was badly bent. At Williamsport, Pa., two Union racing wheels were under a grand stand that fell with hundreds of people. The wood rims of the racing wheels alone suffered and when the front wheels of each were replaced, the machines went into the next race.

Like words may be said of the Columbia racing machines. These sturdy wheels went in and out of races and through falls and collisions that would have ruined many wheels, but came out ready for another scrimmage.

### The Meteor Company Will Move to Saginaw.

Arrangements have just been completed for the moving of the plant of the Meteor Cycle Mfg. Co. to Saginaw, Mich., where they have purchased a three-story brick building, 60 x 75 feet, in the business portion of that city. They are greatly strengthened in making this move, as they have been able to interest some of the leading capitalists there. The Meteor people are planning to build between 1,000 and 1,500 bicycles for the next season's trade. The new models are now completed and they are beauties. The Meteor, japanned in the regular finish, black or maroon, will list at \$100, and finished in special colors, at \$125.

Wilson Bros., the Boston jewelers, are sending out their new catalogue on receipt of a 2-cent stamp. It contains over 4,000 illustrations, and is the largest picture catalogue ever issued by any retail jeweler. They make a specialty of pins, emblems, and badges.



1894 Model E Syph.

## SYLPH CYCLES

RUN EASY.  
SELL EASY.  
ARE WINNERS.

Handsomest and Highest Possible Grade  
Weights 20 to 30 Pounds.

## OVERLAND CYCLES

Moderate in Price--High in Grade.

Always Reliable and Great Sellers.

No more satisfactory and salable wheels have been offered this year. Their sale has been phenomenal in many localities, especially with our agents, who have handled them year after year, or since they were first introduced.

Sylphs are right up to date in style, finish, and material, while use has demonstrated they are highly satisfactory to both agents and riders. Catalogue free of these and a large line of special bargains.

ROUSE, HAZARD & CO., 142 G St., Peoria, Ill.

Mention The Bearings.

Oldest and Largest Dealers in the United States.



It's a Good Thing, Push it Along

The TRIANGLE for 1895.

Our catalogue will soon be out. Send your name for one.

THE PEERLESS MFG. CO., Cleveland, Ohio.

Mention The Bearings

*DO YOU BELIEVE?*

That any bicycle is good enough for you, so long as you can "SEE THE WHEELS GO ROUND."

*DO YOU WANT TO?*

Ride and sell a Wheel embodying advanced ideas in its make-up?

*ADVANCE WITH THE TIMES*

Conservatively, but with full information of the

*LATEST IMPROVEMENTS.*

*THE PROGRESSIVE MAN is the winner now-a-days.*

*THE NATIONAL Claims and Wins Him.*

.....

WE WANT YOU;  
YOU WANT US.

*National Cycle Mfg. Co.,  
BAY CITY, MICH.*

MENTION THE BEARINGS





**TRADE NOTES.**

Specimens of a Palmer tire designed for wheels will be shown at the Stanley show.

Porter's mile, in 1:52<sup>3</sup>/<sub>4</sub>, stamps him as a rider of the first rank. He did it on Dunlop tires.

Charley Appel, Van Emburgh, and Wolf will ride Sterlings in the 24-hour race at Madison Square Garden.

Miss Annie Londonderry, who is going around the world on a Sterling, sailed for France on "La Touraine," November 24.

The American Dunlop Tire Co. have opened their Chicago branch at 266 Wabash Avenue, where William Cahn is in charge.

William Herrick is in Chicago for a week's rest. He has been traveling in the east for the last two months, talking M. & W. tires.

The Snell Cycle Fittings Co. have been granted the application for registered trade mark, applicable to lamps, the word "Flash-light," register No. 47,726.

Palmer tires now hold the hour record for any type of machine, 28 miles 890 yards, having been lately accomplished in the hour by an English tandem pair.

Sam T. White, late of the Stover Bicycle Mfg. Co., has gone with the Western Wheel Works and will represent them in Iowa, Minnesota and Dakota.

The Union Cycle Co., Boston, was completely cleaned out of '94 wheels and a few weeks ago had to order another lot of fifty, made up at the factory, to fill late orders.

With the return of Harry Wheeler to his native shores he has changed his mount to an American make, and will ride a Sterling in the Madison Square races.

The Hill Cycle Mfg. Co. want the address of H. T. Ferguson—formerly of Rogers Park, Ill., and J. A. Blaurock—formerly editor of a cycling paper at Winona, Minn.

The National Sewing Machine Co., of Belvidere, Ill., have no office at 275 Wabash Avenue. Their Chicago representative, Mr. J. A. Windsor, Jr., is located at 1400 Old Colony Building.

The Keating Wheel Co., of Holyoke, Mass., have introduced their machines into France, and the wheel "365 days ahead of time" is handled in Paris by the Franco-American Bicycle Co.

E. C. Stearns & Co. have just closed arrangements with Weise & Bowen,

of the Hilliard Cyclometer Co., to handle the Stearns in Philadelphia. They will be located in Arch Street, and will make a special effort to advance the Stearns in Quakertown.

The Warwick Cycle Machine Co., of Philadelphia, have taken out judgment to the amount of \$1,000 against the Pennsylvania Bicycle Co. and H. D. Le Cato, the manager. Two other judgments were filed later by the Eastern Rubber Co., one for \$3,000 and another for \$1,000.

The Meteor Cycle Co., formerly of Battle Creek, Mich., is now located at Saginaw, Mich., in a larger factory and with greater facilities. The new factory is 60 x 120, and three stories high.

The Marble Cycle Mfg. Co., of Plymouth, Ind., have changed the corporate name of the concern to the Plymouth Cycle Mfg. Co. They are prepared to do a large business in '95, and are fully equipped to do it.

"Good things in Fowler bicycles for 1895" is the title of a neat little pamphlet issued by the Hill Cycle Mfg. Co. The little booklet is full of information concerning next year's wheel. Fowler admirers should send for one.

**He Rode a "Lyndhurst."**

Paul Grosch, the Montclair Wheelmen's crack cyclist, broke all records for the quarter mile, flying start, at the club races of the Montclair Wheelmen, on Valley Road course, at Montclair, yesterday afternoon. Grosch's time was **20 1-2 seconds**, a remarkable performance. Fully 1,500 people witnessed the exhibition, which was run under favorable conditions. He did not have the wind on his back, although a strong wind was blowing at the time. It blew across the course if anything. The course was not an inch short, according to the club officials, who had the road measured by an experienced surveyor. It will probably be some time before this record is lowered.—New York World, November 7.—Adv.

J. W. Kiser, president of the Monarch Cycle Co., left Chicago the latter part of last week for the Pacific coast, to be gone until the first of the year. Among his first stops will be Denver and San Francisco, where branch houses will be established. The company have plans on foot to push the sale of Monarchs quite extensively in the west.

It has again been decided not to remove the building at the southwest corner of Wabash Avenue and Van Buren Street (Cycle Row) and the parties who had contemplated locating there have been notified that they can have a one or two years' lease. It had been intended to build a \$1,000,000 office building on this site.

The Supplee Hardware Co., of 503 Market Street, will in the future control the agencies for the Syracuse wheel in Pennsylvania, New Jersey, and Delaware. W. A. Richwine, who for several years has had charge of

# Tribunes for '95.



LIST PRICES ESTABLISHED, AND  
NEW MODELS READY FOR  
PROMPT SHIPMENT.

WRITE FOR ADVANCE SHEETS AND TERMS. NOW IS  
THE TIME TO SELECT THE LINE YOU WILL HANDLE  
FOR '95. DO NOT WAIT UNTIL SOMEONE ELSE GETS  
THE AGENCY FOR THE TRIBUNE.

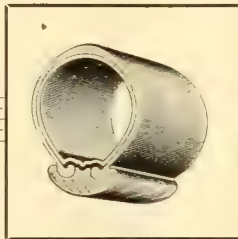


**The Black Mfg. Co., Erie, Pa.**





# UNEXCELLED!



THE LATEST DETACHABLE TIRE.

WRITE FOR PARTICULARS. SECTION FREE.

## "HATS OFF!"

TILLINGHAST  
MFG. CO.,

PROVIDENCE, R. I.

# THE 1895 SUN

WEIGHTS, 17 TO 25 POUNDS

SAMPLES NOW READY



ALUMINUM RIMS  
**EAGLE**

CHARLES



the District Cycle Co.'s branch at Washington, will return to this city, and, with W. D. Supplee, treasurer of the company, will manage the bicycle department.

Williard & Johnson will open a new bicycle store in Kansas City, Mo., January 1. They are from Parsons, Kas., and will make quite an addition to the Kansas City trade. They will handle a full line of Syracuse and Rugby bicycles, and an extensive line of sundries.

The factory of the Davis & Stevens Mfg. Co., of Seneca Falls, N. Y., makers of the Cyclone pump, was destroyed by fire on October 3, but energy and push have already put the Davis & Stevens Mfg. Co. in position to again fill orders. They will occupy space No. 49 at the Madison Square Garden show in New York, in January.

Crescent bicycles for '95, manufactured by the Western Wheel Works, at their standard and well-known prices of \$90, \$75, \$50, and \$40, will without doubt be the easiest line of wheels to sell in '95. The dealer in each cycling center who secures the Crescent agency for next season will have the best and most complete line of wheels on the market.—Adv.

John S. Johnson, in making all of his new world's records at Louisville last week, used on his chain the celebrated East India Stick Grapholine, which he considers one of the finest chain lubricants, as it reduces the friction and increases the speed of the running of the chain. Johnson speaks very highly of its excellent quality.

Owing to the fact that Hay & Willits were rather late in putting in their application for space at the Chicago cycle show, their name does not appear on any of the printed programmes. They will, however, be represented at the Chicago show in space 139, where they will show their line of Outing bicycles. Hay & Willits expect to get out something neat in the way of a souvenir.

Fortunate, indeed, will be the dealers who secure the agency for Crescent bicycles next year. The enormous and unequalled output of the Western Wheel Works this season has shown conclusively that their wheels are right, and that their prices are right. Crescent prices will remain the same, but the wheels will be improved wherever it is possible to do so.—Adv.

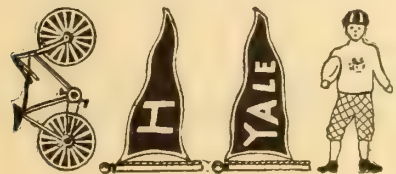
Since John S. Johnson fitted his wheel with Morgan & Wright tires last September, he has added twenty-two new world records to his credit, of which among the most prominent are his straightaway mile at Buffalo in 1:35%, and his mile on regulation track at Louisville, in 1:47%—"the two fastest miles ever made on two wheels." These performances speak volumes for the durability and speed of Morgan & Wright tires.

William F. Keogh, of 296 Macon Street, New York, has invented a body shield that will fill that "long felt want" we have heard so much about. It protects the body in cold weather, and as Mr. Keogh says, "enables the wearer to overcome the force of headwinds while riding, lessening the muscular effort necessary for speed." The shield is made of suitable material, and weighs less than ¾ of a pound. The price is \$2.50 and \$3 according to material.

The Andrae line of bicycles for '95 will consist of a road racer weighing 21½ pounds, a light roadster weighing 24 pounds, a ladies wheel weighing 22 pounds, and a racer at 18 pounds. The diamond frame machine will be furnished in three heights of frames, and the ladies' wheel in two heights. All of the machines will list at \$100. In addition to these Mr. Andrae will offer a line of machines called Sunbeam cycles, varying in price from \$40 to \$75. He will make special efforts on sundries and Sunbeam chain lubricant.

#### Make a Fine Line of Wheels.

Samples of the new Truman wheels are now being shown by Charles Truman, of Chas. Truman & Co., Toledo, Ohio. The Truman Company have just moved into a new plant well equipped for the work and expect to turn out 2,000 machines the coming year. The most interesting feature of their line is their patent hub, which is a most ingenious device, but so simple that one wonders why it was not invented before. Its essential feature is the axle, which is in two parts, and can be adjusted in a minute from the outside of the forks. To this they have also added a device to keep the balls separated, preventing them from rubbing against one another. The tread is 5½ inches, and the balls in the bottom bracket are four inches apart. On the right side they are directly in line with the chain. Another feature which dealers will appreciate is that the frames for gentlemen are made in three heights, thus giving every rider a wheel "built to reach." Their line is the Truman full roadster, twenty-four and twenty-six pounds, \$100; Truman Special, twenty and twenty-two pounds, \$115; Truman racer, eighteen pounds, \$125, and the Truman Empress, with bake and mud guards, twenty-five pounds, \$100.



#### College and Cycle Stick Pins.

Solid silver, sent by mail, 25 cents each. We are headquarters for Class Pins, Badges, and Emblem Pins. Send 2-cent stamp for the largest picture catalogue ever issued by any retail jeweler.

WILSON BROS.,

3-T Tremont Row, Boston, Mass.

MENTION THE BEARINGS.

#### More '95 Prices.

BUFFALO TRICYCLE CO.—We will make our Envoy in twenty-six-inch and twenty-eight-inch sizes, and the Fleetwing in twenty-six-inch and twenty-eight-inch sizes. The Envoy, our diamond frame pattern, is constructed of large tubing with high back, and is thoroughly up to date in every particular. The twenty-eight-inch size weighs twenty-three pounds, and will list at \$75, while the twenty-six-inch size will weigh proportionately less and list at \$60. The Fleetwing, our drop frame, or ladies' pattern, is constructed of large tubing with a frame of similar shape to that of 1894. The twenty-eight-inch size weighs twenty-six pounds, and will list at \$75, while the twenty-six-inch size will weigh proportionately less, and list at \$60.

Heretofore we have disposed of our bicycles through jobbing houses to a very large extent, but recognizing the necessity of becoming more closely identified with our agents we have decided to restrict territory and guarantee protection against infringement of territorial rights to the full extent of our power. Our traveling force is now on the road with samples.

#### He Rode a "Lyndhurst."

Paul Grosch, the Montclair Wheelmen's crack cyclist, broke all records for the quarter mile, flying start, at the club races of the Montclair Wheelmen, on Valley Road course, at Montclair, yesterday afternoon. Grosch's time was **20 1-2 seconds**, a remarkable performance. Fully 1,500 people witnessed the exhibition, which was run under favorable conditions. He did not have the wind on his back, although a strong wind was blowing at the time. It blew across the course if anything. The course was not an inch short, according to the club officials, who had the road measured by an experienced surveyor. It will probably be some time before this record is lowered.—New York World, November 7.—Adv.

#### Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind. 20

E. P. Chalfant, of Atlanta, Ga., who is traveling in the southern states for the Sterling Cycle Works, climbed "Roth's Hill," at Natchez, Miss., on November 21, being the first man who ever surmounted it on a bicycle. This hill is one of the steepest up the bluff of Natchez, and in many places is covered with loose oyster shells. No man has hitherto attempted to climb this hill on a bicycle, the feat being considered an impossibility. Chalfant's time was 2 minutes. His mount was on a Model G Sterling, geared to sixty inches.

W. W. Mooney & Sons, of Columbus, Ind., manufacturers of pure oak bark tanned leather, have received a very complimentary letter from the Garford Mfg. Co., who speak very highly of the leather made by Mooney & Sons.

R. F. Williams, late with A. I. Barton, of Newburg, N. Y., has gone with the Syracuse Cycle Co.



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By oiling it properly with the best oil can in the world, the

"PERFECT" POCKET OILER.



#### FULL SIZE.

This oiler does not leak. It regulates the supply of oil to a nicety. The "PERFECT" is highest grade only, and has won every competitive test. Although many oilers were shown at the World's Fair, the "PERFECT" received the only medal awarded.

PRICE 25c. EACH.

Oiler Holders or Pump Holders, 25c. each. "STAR" Oiler, second to none but the "Perfect," 15c. each.

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A YOUNG MAN, experienced in the bicycle business, would like to make arrangements with western manufacturer to open up eastern branch. Can secure low rent, shipping facilities of the best, and good local sales assured. Can furnish the best of references. Address, R. D. W., care "BEARINGS."

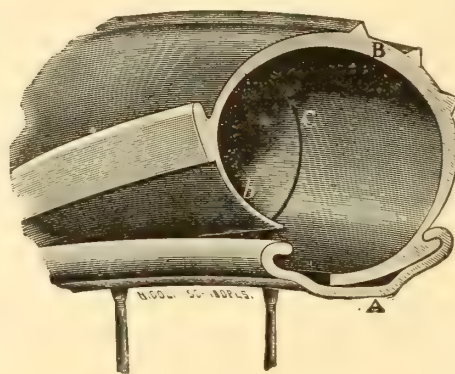
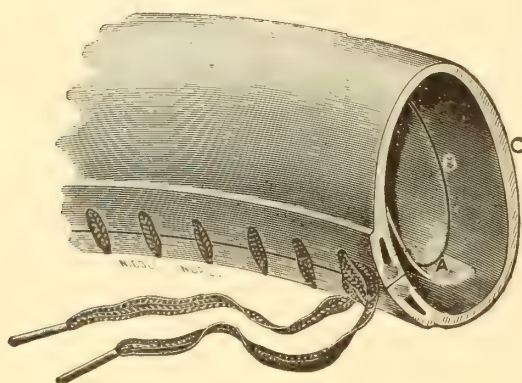


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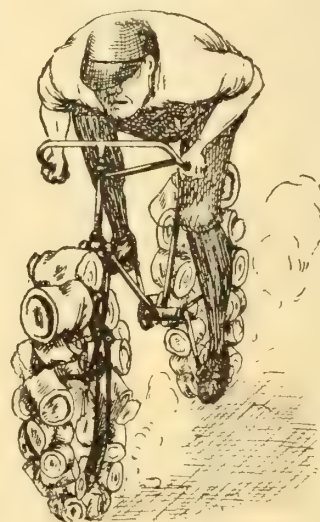
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No matter how light a wheel you ride, if the bearings are not absolutely perfect it will run hard and you will soon become fagged out and staved up, or have what is known to cyclers as "Tin Cans."



IF YOU  
RIDE  
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YOU WILL NEVER  
BE AFFLICTED WITH  
TIN CANS....

The bearings are all perfectly free and easy running. Every part is absolutely accurate, constructed of the finest material throughout.

THE WHEEL FOR BUSINESS, PLEASURE,  
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## BUFFALO WHEEL CO

MENTION THE BEARINGS.

BUFFALO, N. Y.



# THE BEARINGS

Vol X  
No 19

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, DECEMBER 7, 1894.

## WALLER WON IT.

The 24-Hour Race at Madison Square Garden Captured by the "Flying Dutchman"—The Other Races.

NEW YORK, Dec. 3.—The last day but one of the international races at Madison Square Garden signalized the start of the 24-hour in which the world's indoor record was destined to be broken. Promptly at 9:40 p. m. the start was effected, twenty-two competitors lining up for the word which was to send them on their long and tiresome journey. The starters were: Frank Waller, Chicago; Geo. A. Van Emburg, Arlington, N. J.; Frank Albert, New York City; C. W. Ashinger, New York City; Albert Hosmer, Newark, N. J.; Peter Golden, New York City; Harry Peper, New York City; J. Frank Starbuck, Marion, Iowa; William Martin, Lowell, Mass.; Lucien Lesna, Switzerland; S. L. Cassedy, Melville, N. J.; A. S. Meixell, Lewisburg, Pa.; J. J. Gillen, Newark, N. J.; Magnus Gross, New York City; A. S. Ellreich, Australia; Jay Eaton, Elizabeth, N. J.; Frank Barnard, Brooklyn; Dominick Zicardi, Brooklyn; Herbert N. Swank, Philadelphia, Pa.; Arry De Lesio, Milan, Italy; and Fred Forster, Brooklyn. From the start Waller rode like a demon, slowly but surely gaining lap after lap on the others, of whom Lesna, Starbuck, and Martin seemed to be going the best. Van Emburg was looked upon as a sure first or second, but did not ride like himself from the beginning, losing ground continuously until at 1:11 a. m. when he was forced to retire from the race, having covered sixty-seven miles in the 3:31:00 on the track. But for a bad attack of illness this "boy wonder" would surely have been 1-2-3 in the race at the finish.

At 11:38 p. m., just 1 hour and 58 minutes after the start, "Bill" Martin injured himself in falling, and was compelled to withdraw. At 12:13 a. m., Frank Albert, who had been riding well up in front, was thrown over the entrance bank at its highest point, resulting in a badly sprained left wrist and a broken right one. At that time he had covered fifty-one miles in the 2 hours and 33 minutes elapsed.

### The Next Man to Withdraw

was Meixell, the Lewisburg rider, whose knee began bothering him at 2 o'clock in the morning, causing him to quit the track and the race thirteen minutes later, having covered eighty-two miles in the 4 hours and 33 minutes on the track. At 6:24 a. m., Jay Eaton thought he had ridden far enough, leaving the others to find what fun they could between themselves. Eaton had ridden 110 miles in the 8 hours and 44 minutes elapsed time, and as he was some century or so behind the Dutchman at the time he decided to call all bets off. At 10:48 a. m., Frank Barnard found himself agreeing with Eaton, and with 184 miles as a result of his 13 hours and 8 minutes work, he quit. Fourteen minutes after Eaton, or at 6:38 a. m., Albert Hosmer, who had covered 169 miles to date, stopped. He had been riding 13 hours and 22 minutes. The last man to finish before the 24 hours had ended was Lucien Lesna, the Swiss road rider, on whom a man might readily have bet ten to one that he would win at the start, yet whose

### Scorers Were Careless or Dishonest,

in either case of which he suffered from inaccurate scoring. Several times Lesna complained to the management, through his trainer, but to no avail, and finally, thoroughly disgusted and disheartened, the man who has electrified all Europe by his wonderful riding, who has beaten Waller every time they have started together, disheartened at the treatment accorded him by the Americans, withdrew from the race, with 240 miles and two laps to his credit, whereas he had ridden fully 260 miles. This was at 13 minutes past noon, and he had ridden 14 hours and 33 minutes, with only 18 minutes' rest. At the time of his withdrawal, Lesna was in fourth position.

As the time for closing the big race drew near, the Garden became crowded with anxious enthusiasts. Young Peper was

### Lionized by the Audience,

being but nineteen years of age, and never before having ridden in a race of any description. He had worked in a dry goods store as clerk until 6 p. m. the night of the race, when, in company with a fourteen-year cash boy, a friend of his, he entered the Garden, prepared to start—and all because Ashinger had remarked favorably of his riding the previous Sunday in Central Park. During his entire ride he ate nothing but the tenderest of

celery, and at the end he was the brightest of them all. The press sent out and bought him a large basket of flowers at about 7 p. m., which seemed to please him immensely. When it was all over, and he had scored some 354 miles, he was carried on the shoulders of his admirers to the dressing-room, amid the applause of the entire assemblage present. Of the others, Waller, who was trying to break Shorland's 24-hour record—462 miles—gave it up at about 5:30 in the afternoon, upon the advice of his trainer. At that time he would have had to have ridden over twenty-one miles an hour

### To Gather in Shorland's Scalp.

Besides, the pacing was too slow for Frank, who never rode so well before. Immediately after the race had ended, and Waller had been given his \$400 prize money, he ran across the track to where his wife sat, and throwing the gold coin into her lap, he embraced her lovingly, receiving a tender kiss in return. This touching incident called for thunders of applause. Old Ashinger was not in the least distressed, he said, and judging from the manner in which he walked off the track without the aid from any one, he certainly did not feel bad.

### Summary of the 24-Hour Race:

Name.	10:40 1st hr.	12 p. m. midngt	6 a. m.	12 m. noon.	6 p. m.	7 p. m.	8 p. m.	9 p. m.	Fush. 9:40
	m. l.	m. l.	m. l.	m. l.	m. l.	m. l.	m. l.	m. l.	m. l.
Waller.....	21 7	49 0	159 9	273 0	380 1	396 5	412 1	425 8	434 9
Ash.....	21 3	46 6	159 0	265 8	382 4	377 5	392 0	407 6	413 1
Golden.....	21 2	48 6	155 1	266 1	358 0	373 1	386 9	403 2	406 4
Gillen.....	19 7	44 6	143 2	227 6	320 7	334 4	348 6	364 1	373 5
Cassedy.....	18 7	44 0	142 1	216 1	312 7	327 6	345 5	363 0	372 4
Swank.....	21 0	47 8	146 7	240 2	315 9	329 7	346 1	361 7	370 3
Forster.....	20 5	42 0	137 0	224 4	311 8	328 6	343 4	359 4	367 9
Peper.....	18 3	45 0	134 2	216 5	295 7	313 6	328 7	343 9	353 7
Zacardi.....	20 1	42 5	129 3	222 2	300 4	317 1	330 3	344 6	352 9
Ellreich.....	19 1	40 0	127 1	193 4	259 7	238 7	280 1	294 2	303 4
Starbuck.....	20 9	47 0	139 1	224 1	253 9	264 8	276 2	290 9	293 9
De Lisio.....	19 5	42 2	119 0	185 2	252 7	259 1	272 6	274 0	274 1
Gross.....	18 6	39 4	115 1	183 9	229 7	231 9	244 5	255 3	261 4
Lesna.....	20 7	46 6	147 6	237 4	Lesna withdrew at 12:13 p. m.	with a total score of 240-2.			
Elkhelm.....	18 3	45 1	113 2	190 1	237 1	237 1	237 1	237 1	237 4
Barnard.....	20 6	45 0	159 6	Withdrew at 10:48 a. m.	Score, 184 miles.				
Hosmer.....	20 0	43 5	160 5	Withdrew at 6:38 a. m.	Score, 169 4.				
Eaton.....	20 1	46 2	107 2	Withdrew at 6:24 a. m.	Score, 110 miles.				
Meixell.....	20 0	45 3	Withdrew at 2:13 a. m.	Score, 82 miles.					
Van Emburg.....	21 6	47 0	Withdrew at 1:11 a. m.	Score, 67 miles.					
Albert.....	21 6	47 0	Fell at 12:13 a. m., breaking both wrists.	Score, 51-2.					
Martin.....	21 7	34 1	Withdrew at 11:38 p. m.	Score, 34-1.					

Regarding the shorter races of Friday and Saturday, nothing of unusual moment occurred, unless it was the manner in which Zimmerman lapped his field in the last race of the meeting, a ten-mile event, in which the indoor record was broken, the time being 26:09.

### Summaries of Friday's Finals:

Half-mile, Class A.—W. A. Barbeau, first; Tom Butler, second; James F. Barry, third. Time, 1:17.

Five-mile professional.—H. C. Wheeler, first; A. A. Zimmerman, second; William Martin, third. Time, 13:33.

Two-mile handicap, Class B.—C. M. Murphy, 50 yards, first; E. A. McDuffie, 40 yards, second; Chas. E. Ganse, 120 yards, third. Time, 4:49 3/4.

One-mile handicap, Class A.—Chas. Liebold, 90 yards, first; James F. Barry, 90 yards, second; J. W. Judge, 40 yards, third. Time, 2:25 3/4.

Two-mile professional.—Alex Verheyen, first; H. C. Wheeler, second; William Martin, third. Time, 5:22.

One-mile lap race, Class B.—Nat. Butler, first; E. A. McDuffie, second; Monte Scott, third. Time, 2:20. Scores—McDuffie, 24 points; Butler, 21 points; Scott, 16 points.

### Summaries of Saturday's Finals:

One-mile, Class A.—W. A. Barbeau, first; F. F. Goodman, second; Chas. Liebold, third. Time, 2:20 3/4.

One-mile professional.—H. C. Wheeler, first; A. C. Edwards, second. Time, 2:33. Verheyen finished first, but was disqualified.

Five-mile, Class B.—E. A. McDuffie, first; Nat. Butler, second; Monte Scott, third. Time, 12:39 3/4.

Two-mile professional.—A. A. Zimmerman, first; Alex Verheyen, second; William Martin, third; Luigi Colombo, fourth. Time, 5:06 3/4.

Ten-mile professional.—A. A. Zimmerman, first; H. C. Wheeler, second; Alex Verheyen, third; A. C. Edwards, fourth. Time, 26:09.

Verheyen, Edwards, Guerry, Colombo, and Lesna sailed for home last Wednesday on the "Berlin." They were given a farewell reception by Zim and Wheeler. Verheyen will return in June for a two months' stay.



## END OF THE SEASON.

### Boston Riders Turn Out in Goodly Numbers on Thanksgiving—Massachusetts Division Politics.

BOSTON, MASS., Dec. 1.—A few hardy riders were seen on the roads in Boston and vicinity Thanksgiving Day, and most of them were bent way over their wheels, as if they were frozen into that position. Their costumes furnished suggestive studies for all who gazed awe-struck at them. The most common combination was a pair of knickerbockers, a short light overcoat and a cap. A few modifications of this costume were seen by the substituting of a derby hat for the light cap. This particular brand made a very funny sight, as the rider went spinning along over the rutty roads and whisked round the corners with his coat-tails flying straight out behind.

And with this last fleeting glimpse of him as he goes round the corner, he makes his last appearance as a class for the season of 1894. To be sure there will be many who will ride periodically and spasmodically all winter long. But Thanksgiving Day always marks the last appearance of the wheelmen in this vicinity in respectable numbers.

It has been the custom in years past to call a sort of union run to the reservoir on this day. Nothing formal or concerted was necessary to bring together all the good fellows of the district. This good old custom has rather fallen by the wayside of the last few years.

All the energies of the wheelmen are now directed toward keeping their courage up till spring opens, by providing for themselves, and their fellow club members, all sorts of pleasant winter diversions. The A. C. C. bowling tournament is in full swing, and the pool, billiard, and whist tournament will soon be well started. In addition to the inter-club games, each club is running itself a series of local entertainments. Meanwhile the politicians of the state are casting long looks in the direction of the annual meeting of the board of officers of the Massachusetts division.

It has been three years since the state had a new chief consul, and not a little interest is manifested as to the policy of the new chief consul, Sterling Elliott. While he has not mentioned as yet what that policy in its entirety is to be, he has dropped hints enough to show that his will be

#### A Progressive, Original, and Sturdy Administration.

It is rumored that he is going to deliver quite a little inaugural address on the evening of the second Wednesday in December, when he calls the meeting to order. In this he proposes, so 'tis said, to outline his ways and then try and walk in them. There will probably be some innovations and those who have heard some of his ideas mentioned, have faith to believe that Massachusetts will continue to gain members in the future as she has done in the past. There will be other interesting things at the meeting besides the address of the chief consul. The election of delegates to the National Assembly will be held. This means the choice of fifteen men from the members of the board to represent the division at the National body.

Considerable interest is manifested in this, as usual, and there is a rumor about town that certain members of the board will do much toward sending on the delegations those men who are personally approved of by them. Consequently the election looks interesting.

How much better to drop such things in the board meeting and relinquish such petty efforts at political bossism by any and all parties and factions, if there be any such. As a matter of fact there ought not to be. Massachusetts and her advancement is bigger than any internal dissensions among her servants from any cause. Many of the best men in the division board who have been obliged to think differently on some subjects, have announced that they were on the side of harmony at whatever cost to themselves and their ideals.

It is only in the actual existence of such

#### A Harmony of Relations,

that Massachusetts must ever expect to get a show at the National meet for next year.

The representation on the board of League clubs will be somewhat changed from last year. According to the published list of clubs qualified to send representatives to the board, one or two of them which have already sent men will this year be left out in the cold because their secretaries have neglected to file the necessary certificates of renewal.

The list as furnished by the secretary is as follows: Columbia, Hyde Park, Rovers, Whitinsville, Bay State, Taunton, Mystic, Union, Mt. Washington, Newburyport, Press, Mt. Pleasant, Malden, Massachusetts, Mattapan, Shawmut, Eagle, Anawam, Pinnacle, Haverhill, Vesper, Shoe City, Woodbridge, Metropolitan, Lexington, Tigers, Bostonians, Lynn, and Somerville.

Last Monday Henry E. Decker, of Springfield tournament fame, was in town talking to some of the backers of the new track which Boston is to see next spring. It is said on very good authority that he is to manage the new track. This has been rumored for some time about town, but everybody who knew it was bound to eternal secrecy. Now that oath has been broken by certain circumstances, I have it on the very best authority that Mr. Decker will manage the track and that the new enterprise will be ready for operation early in the spring.

### JOHNSON MAY TURN "PRO."

Zimmerman, Wheeler, Banker, Crooks, and several other ex-amateurs made barrels of money abroad this year, and their success has turned the

heads of many of the leading crack-a-jacks in America. If some of the well-known B men are missing from the American path next year, they will be found in France pedaling for the filthy lucre. Johnson is one of those who have been envious at Zimmerman's success, and the chances are about even that Johnny and Tomec will be found in France next year.

The record breaker passed through Chicago last Saturday on his way to Minneapolis, to which place he had been summoned by a telegram announcing the serious illness of his mother. In a conversation with a BEARINGS' representative, Johnny said that he might go to France next spring. "I think that I ought to draw nearly as good as Zim," he said, "and if I can fix it up satisfactorily with the powers that be, I will go over and try my luck. I ought to do as well as Banker and Wheeler, at any rate. I will skate this winter. I am the champion amateur skater of the world and have nothing more to win in that branch of the sport. Therefore, I will issue a challenge this winter to skate anyone for a nice fat purse."

Johnson will ride a Stearns next year, and Tom Eck will be with him.

The following letter from Johnson, which has just been published in Paris, may throw some light on the subject:

DEAR MR. MANOURY: I have learned with pleasure that Zimmerman has had a great success in Europe. Zimmerman is one of my personal friends and his triumph has not surprised me, for he has been the pride and glory of American cycling for three years. You are right, my dear sir, when you write that he is certainly the fastest man that ever sat upon a cycle, no matter what the country may be. However, the American racers have shown great speed this year and, although I am a sincere friend of Zimmy, and do not wish to say anything against his speed qualities, I believe I am right in thinking that he would have much harder work to win upon our tracks.

You tell me that he has beaten the French and English racers easily. Zim has always won his races in this way, and it is this which authorizes us to justly call him the "King of Cyclists and Cycling." And now the interesting question arises: "What would he have done in America this year if he had not crossed the ocean to race with you?" I do not know whether there are men in America capable of passing as his equals, but there are many fast men, who ride faster, much faster, than Zimmy did last year. As these men have improved very much and doubtless Zim has done the same, the question is not solved. Certainly, Bliss has succeeded wonderfully well in his record attempts, and, for my part, I have had nothing to complain of, but to demolish records and win races are two very different things. I do not know whether European tracks are smaller or like ours. Keep me informed as to the sport in France, and believe me yours very sincerely,

JOHN S. JOHNSON.

### PREPARING FOR THE AUSTRAL.

EAST MELBOURNE, AUSTRALIA, Oct. 23.—We're alive. At this present moment all cycling interest is centered in the Austral meeting which comes off within six weeks. The men are in active training, but I don't anticipate any close finish so far as the back men are concerned. For instance: The pace nowadays, on the light machines, newest tires, etc., is so much greater than at three or four years back, there can be but little chance of the back-men being able to go as fast as they would like to, or even capable of doing because of the track—grass, perfectly innocent of any banking, barring a little slope on the wrong side at the eastern end. I don't think the track is capable of 2:30 for one mile, let alone for two, and when you consider that the time for the last Austral was 5:03 from the 270 yards mark, it means that the scratch-men must ride 2:30 a mile to win. Possibly by reason of better knowledge of training, of superior grade of machine, and of experience of some previous racing, a man on the same mark (270) may be able to do the distance even quicker than five minutes.

Last year we lacked a champion, a Zimmerman, one who was somewhat above the others. This year we promise to have one that will be a little superior. D. J. Walker, who hitherto has been but indifferently mounted is now in good hands, and from his performances in two or three "side" events, and even so early in the season he seems unapproachable.

Another man of a grand sprint coupled with good staying power is J. W. Parsons, who is considered a close rival to Walker. Both these men are employed in the trade, and no doubt each will be given good opportunities to improve themselves. The League of Victorian Wheelmen have just completed their first constitutional year, and at last have their rules printed, tardily though it appears. The first meeting of the new council takes place shortly, the members having already been elected. The League still adheres to handicapping by committee—that is they have appointed three handicappers to act conjointly. Whether this is the best method it is hard to say. An effort was made a short time back to have one handicapper only, but it proved futile.

Road racing during the winter has been carried on with great enthusiasm. The League arranged for inter-club road champions, consisting of twenty-five, fifty, and 100 miles. The teams were comprised of four men from each club, and the method of scoring was the first man (no matter how many started) to count 100, second ninety-nine, third ninety-eight, and so on. Beeson, who rode second in our 24-hour track race, won every one of them, and his club, the Victory Cycling Club, carried off each event, thus establishing their claim to the road championship (for clubs) for '94. Beeson also won the North Road C. C.'s 100-mile open scratch race in a brilliant manner, proving himself beyond doubt to be the best man on the road this season.

"DINGO."



## A SWELL RECORD BREAKER.

One of the 400 Tries to Lower the Philadelphia-New York Record  
—Other News From Quakertown.

PHILADELPHIA, PA., Dec. 2.—Harrison K. Caner and Charles and John Lagan, of this city, made an unsuccessful attempt to lower the record between this city and New York on last Wednesday. They left here at 5 a m., and arrived at the Hotel Waldorf, New York, at 7:30, consuming 14½ hours in the trip.

Caner is one of the gentlemen who drove the coach from this city to New York and return last spring, and has been a cyclist but a short time. Up to last May he took no interest in the sport whatever, but one day while he was holding the ribbons between Trenton and New York, he took great interest in the riding of Charles Lagan and Charles Measure, of the Century Wheelmen, who happened to be following the coach that day between the two cities. He then and there made up his mind to become a pedal pusher, and a few weeks later carried his resolution into effect. Since then he has become quite a rider, one of his best feats being a survivor in the Time Wheelmen's century run to Wilmington, Del., last September.

Daniel Soudier, a native of France, but a resident of this city for the past nine years, was

### Awarded \$2,000 Damages

in the Court of Common Pleas of this county, last week. It seems that while riding on North Broad Street, on December 15, 1893, Mr. Soudier was greatly annoyed by one of the busses of the Diamond Street Omnibus Co.,

McConnell and H. Barr; captain, John Heishley and J. H. Woodward. G. H. Lokes will have no opposition for the representation of the club in the Associated Cycling Clubs.

E. G. Johnston, the manager of the nine days' bicycle tournament to be held in this city commencing on December 13, was in New York last week, arranging with the foreign and American cracks for their appearance here. He was very successful in his work, and in addition to getting Zimmerman's entry, practically secured that of John S. Johnson also. He had a conference with Tom Eck, the latter's manager, and it is reported that Johnson was telegraphed for. The following have already entered for the six days' professional race: C. W. Ashinger, Fred Foster, Albert Hosmer, Peter Solden, A. S. Meixell, Alfred Ellreich, J. Eaton, Herbert N. Swank, Frank Albert, and Frank Waller.

The members of the Pennsylvania Bicycle Club will have their annual minstrel show on December 12 and 13, at the Drawing Room Theatre in West Philadelphia. Preparations have been under way for some time past and the committee

### Anticipates a Great Success.

One of the features of the entertainment will be a burlesque written by John Heishly, one of the members, entitled "The Lexow Committee." Gil Wiese, who will sell the Stearns wheel in this city next year, will attempt to impersonate the redoubtable Dr. Parkhurst, while Guy Grover will take care of the character of the much talked of and very famous Mrs. Hermann. Several other farces will be presented in addition to a programme embracing many new features.



the driver of which, according to the plaintiff's testimony, took great pleasure in crowding him close to the curb. Mr. Soudier objected to this treatment, and for a while the driver desisted. After crossing Columbia Avenue however, the annoyance was continued, and when near the residence of the late John Bair, he was struck by one of the horses attached to the bus and thrown down, the wheels of the vehicle passing over him, breaking one of his ankles and seriously injuring the other leg. He was removed to the German Hospital, where he lingered for many weeks. After his discharge from that institution he lost his position on account of the injuries which he received, and began proceedings against the Omnibus company. All the facts above stated were related in court last week, and when taken to the jury the plaintiff was awarded \$2,000. While the amount is not an excessive one, it simply goes to prove that the authorities recognize the fact, that

### Cyclers Have as Much Right as Drivers,

or owners of other vehicles, who use the public highways.

The Pennsylvania Bicycle Club will hold its annual election of officers next Thursday night. When the nominations were made a few weeks ago it looked as though there would be a lively election, but since then a majority of the nominees have withdrawn, except in the case of the board of governors. For this office there are twelve candidates, and as only three can be elected there promises to be a lively fight. Arthur H. MacOwen, together with three or four other members who are running for the more important offices, have the field entirely to themselves and can not help but win. The correct list of nominees follows: For president, Arthur H. MacOwen (present incumbent); vice-president, J. F. Mills; treasurer, J. B. Young; financial secretary, J. Dougherty; corresponding secretary, C. W.

### TWYMAN BREAKS THE TWENTY-FOUR.

LOUISVILLE, KY., Dec. 1.—B. W. Twyman has broken Louis Gimm's American 24-hour track record, riding 381 miles 1,748 yards in that time. The ride was a most meritorious one, as it rained most of the time, the weather report showing that .94 of an inch of rain fell in twenty out of the twenty-four hours. Pacemakers were fewer than hen's teeth, the weather scaring them off, and Twyman rode fully one quarter of the distance unpaced. The fastest mile was ridden in 2:50 and the slowest in 3:40. The first century was done in 5:04:30 and the second in 11:25:00.

Owing to the scarcity of officials some of them were obliged to act in the dual capacity of pacemaker and official, which gave rise to the story that the ride was faked. A careful investigation, however, showed that Twyman really made the ride.

### New Road Records.

The following road records have been allowed by the Century Road Club of America: P. J. McDuffie, ten miles, 27:17, June 2, 1894, Massachusetts state record. A. E. Weinig, twenty-five miles, 1:10:25½, September 15, 1894, New York state record. A. E. Weinig, fifty miles, 2:30:40, September 15, 1894, American record. A. A. Hansen, 100 miles, 6:46:00, October 11, 1894, Minnesota state record. A. A. Hansen, Minneapolis-Northfield century course, 7:03, October 15, 1894, course record. R. P. Searle, Chicago-to-New York, 1,068 miles, 6 days 5 hours 34 minutes, gold meritorious ride medal issued. F. A. McFarland, five miles, 13:48, October 28, 1894, California state record. L. H. Darby, Denver-Evans century course, 6:56:00, November 11, 1894, course record. A. P. Senior, 100 miles, 8:06:00, November 11, 1894, Utah territory record.



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All manuscript intended for publication should be in hand not later than MONDAY and should be addressed  
"EDITOR THE BEARINGS." Write on one side of the paper only. All communications should be signed by the  
writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when  
accompanied by postage to cover the same.

All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

"THE BEARINGS" will be found on sale at the news stands at the following hotels:

CLEVELAND, O. Hollenden House. Weddel House.	SPRINGFIELD, MASS. Cooley's Hotel. Massasoit House.	ALBANY, N. Y. Stanwix Hall.	N. Y. CITY. Everett House. Astor House.
CINCINNATI, O. Burnett House. Palace House.	PHILA., PA. Bingham House. LaFayette House.	BUFFALO, N. Y. Genesee Hotel. Mansion House. Grand Union Hotel.	BOSTON, MASS. Grand Central Hotel. United States Hotel.

GEO. K. BARRETT, EDITOR.

NO STOCK FOR SALE.

A report is being industriously circulated to the effect that the business manager of "The Bearings" has disposed of his interest in the paper. The report was doubtless started to injure the business of the paper. Needless to say there is absolutely no truth in it. The present stockholders of The Bearings Pub. Co. are the same as they were the day on which the company was organized, viz., Geo. K. Barrett, N. H. Van Sicklen, and Louise M. Van Sicklen, and there is no prospect of any change. "Bearings" stock is not on the market.

THINK IT OVER.

The National Assembly meets before long. Among other things, the delegates have prepared themselves to vote for the radical changes that will be recommended by the Racing Board. So great has been the success of the past season, despite the croakings of the many who prophesied that legalized pro-mateurism never would succeed, that it is not strange that there should be some bold enough to think that the adoption of further equally radical rules for this would meet with the same flattering success.

We have said the adoption of equally radical rules. We do not mean that. What we meant to say was the adoption of rules governing professionalism, and the transition from Class B to professionalism lacks much of being as great as that from pure amateurism to Class B. The chief arguments made last year in favor of the adoption of Class B were that strict amateur rules could not be enforced, and, since they could not be enforced that it was folly to maintain them. These arguments apply with equal force in the present time in regard to Class B. There is scarcely a man in that class who has not sold prizes, and scarcely one who would not rather ride for small money prizes than for bicycles, diamonds, et cetera. In addition to this we have in Zimmerman, Banker, and Wheeler, the best professional riders in the world, to say nothing of others who are at present barred from racing at all, but who have in them the making of veritable flyers. The cycling public, and that other and greater public, care as much, if not more, to see these men than they do to see the Class B men of today. It is a pity that the public should be denied the privilege simply because these men are under the ban of the L. A. W.

But let us argue the question from another standpoint than that of private justice or public desire. To lead up to the subject let us take a hasty glance across the Atlantic. First we will view England, the home of the most radical exponents of amateurisms. A few years ago, when the reins of government were less tight than now, racing prospered, and England led the world in the quality of her racing men. Time brought changes, and more scope was demanded by the stars of the path. Instead of more they were given less. Result: Interest in racing in England has fallen off more in the last two years than it gained in the four previous years.

In France how different! The same body governs both amateurs and professionals. The amateurs are amateurs in reality, and those who make a business of racing are all professionals. What could be more simple or what more strictly conform to the definition of the two terms? Result: France has more fast men than any country in the world, and in addition to her own speed merchants, has the pick of the best of the surrounding countries, to say nothing of attracting the bright particular star of all countries.

Here we have the examples of two countries who have adopted the

two extreme views of the racing question. Which say you, reader, has reached the right solution of the problem? There is no middle path. It is not in the nature of progress American progress—that we shall not have professional racing in this country before very long. Why, then, would it not be better for the League of American Wheelmen to place its hand on the helm while it may, and steer clear of the dangers that certainly will attend unless some firm hand guides and keeps the sport clear of betting and faking.

PRESIDENTIAL TIMBER.

Already the business end of the presidential bee is getting in its deadly work, and the candidates, who are placing themselves in the "hands of their friends," are as thick as mountains in Colorado. Chas. H. Luscomb, the present incumbent, wants the office again, and wants it badly; both the present vice-presidents, A. C. Willison and George A. Perkins, are after the plum. The friends of Isaac B. Potter declare that he is the best man for the position; A. A. Billingsley is urging his Illinois friends to urge him to run; and a host of men all over the country have declared for Howard E. Raymond, the efficient chairman of the Racing Board.

Luscomb is a lawyer, politician, militiaman, belongs to many lodges, is serving his second term as president, and is ex-chief-consul of New York. He ended his first term under an avalanche of criticism and abuse, and bobbed up serenely a few years later, and was again elected. He don't like Potter. His claim to re-election lies in his past record, and his present "pull."

Willison lives in Cumberland, Md. He started out to be a lawyer, and ended up in the hardware business. He is level-headed, can make a speech, and is recently married.

Perkins is a lawyer, ex-chief consul of Massachusetts, draws a fat salary as road commissioner, and can swing Massachusetts his way at the drop of the hat.

Potter "the man with a claim," is ex-chairman of the L. A. W. Roads Improvement Committee, ex-editor of *Good Roads*, present editor of *Potter's Good Roads Library*, and present chief consul of New York. He has great executive ability, is a fighter from Fightersville, and knocked Santee, backed by Luscomb, higher than Gilroy's kite. He says he don't want the presidency, and that he has all he can attend to looking after New York. Living pictures of Potter refusing the presidency on a silver platter, are, however, hard to find.

Billingsley's claims to a place in the galaxy of fame, rest on the fact that he was chief consul of Illinois during the only year it ever lost in membership, and was hissed on the floor of the last National Assembly. He don't know when he is sat on, and can't spell "executive ability."

Raymond is chairman of the Racing Board.

There you are. You pay your money (\$1 a year—\$1.50 with *The Bulletin*); and you take your choice.

Hanson Gets Road Records.

MINNEAPOLIS, MINN., Dec. 4.—August A. Hanson smashed the 100-mile bicycle record yesterday. He rode 100½ miles in 5:03:00. This is better than the best previous record made at Buffalo by Weinig, by 24 minutes.

Raymond in Chicago.

H. E. Raymond arrived in Chicago last Monday, and is now a full-fledged Chicagoan. He took possession of his new office as vice-president and superintendent of agencies of the Sterling Cycle Works, and is now busy advancing the interests of the wheel that is "built like a watch."



A. W. PORTER, THE CLASS A KING.





## PERHAPS

Perhaps beside the olden stile  
Where lovers oft would stray,  
He waited — just a little while,  
Perhaps she'll ride late away.  
Perhaps a modest cycling maid,  
With sunshine in her hair,  
Perhaps was very much afraid  
To meet her lover there.

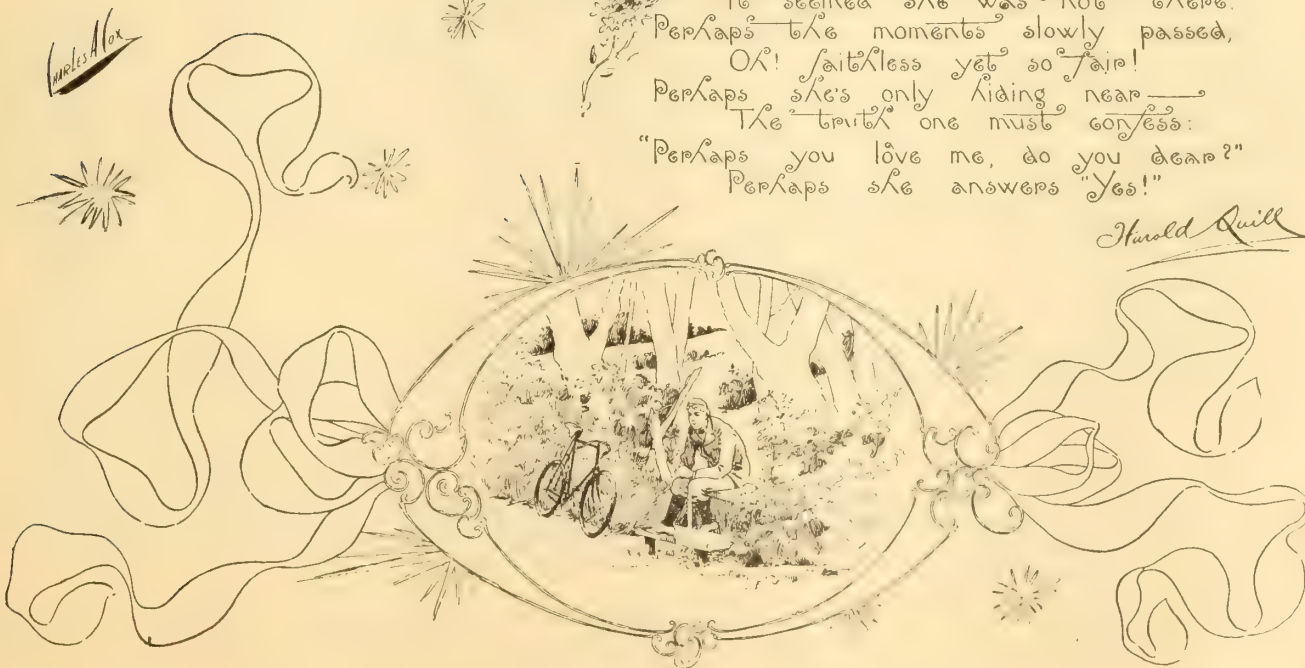
Perhaps she spins along the way,  
And sings as swift she goes:  
Perhaps upon her bosom lay  
A snow-white wild rose.  
Perhaps her lover there she met,  
Where he had thought to stay.  
Perhaps he feigned to miss her yet,  
And looked the other way.

Perhaps a little laugh so light  
Compels his eager gaze,  
Perhaps she is a welcome sight  
And he his homage pays.  
Perhaps they rode for many a mile,  
Stopped oft, and kisses exchanged;  
Perhaps they whispered soft awhile,  
A future time arranged.



Perhaps the hour came at last  
It seemed she was not there;  
Perhaps the moments slowly passed,  
Oh! faithless yet so fair!  
Perhaps she's only riding near —  
The truant one must grope:  
"Perhaps you love me, do you dearest?"  
Perhaps she answers "Yes!"

*Harold Quill*





## NEWS NOTES FROM NEW YORK.

### Gossip About the Madison Square Garden Races—Not Over \$2,000 Cleared by the Management—What the "Pros" Won.

NEW YORK, Dec. 3.—Things seem unusually quiet after the turmoil of last week's tournament at Madison Square Garden, the Yale-Princeton football game, and minor Thanksgiving Day events. Now that the Garden races are over, the cycling public are looking forward to the cycle show, about one month hence.

In regard to the success of the Garden tournament, there are several different rumors; some say they were financially a failure, others believe the reverse, while a conservative view of the matter, backed up by inside information, leads one to state that the management quit even. Instead of clearing \$25,000, as was expected, not over \$2,000 remains to be good after all expenses had been met. Of this amount the M. A. C. C. will receive 15 per cent in payment for the use of their name, amounting to not over \$300.

Of the men who rode in the races, Wheeler won more cash than Zimmerman, and Waller, with only one start, raked in nearly as much as either one of the other two. A detailed account of the total number of starts made by each professional who started at all, the prize money won, and the number of times placed may be found in the following carefully prepared table:

Name.	Amount won during week.	Total number of starts including trial heats.	Relative positions won.						
			1	2	3	4	5	6	7
H. C. Wheeler	\$525.00	21	4	5	1	0	0	0	0
A. A. Zimmerman	475.00	14	5	1	0	0	0	0	0
Frank Waller	400.00	1	1	0	0	0	0	0	0
Wm. Martin	310.00	16	2	1	4	0	0	0	0
Alex Verheyen	295.00	19	1	3	2	2	0	0	0
C. W. Ashinger	200.00	3	0	1	0	0	0	0	0
Alf. C. Edwards	190.00	15	0	2	1	5	0	0	0
Peter Golden	150.00	1	0	0	1	0	0	0	0
J. J. Gillen	100.00	1	0	0	0	1	0	0	0
H. N. Swank	75.00	1	0	0	0	0	1	0	0
Luig Colombo	55.00	14	0	0	1	2	0	0	0
F. Foster	55.00	1	0	0	0	0	0	1	0
P. J. Berlo	25.00	15	0	0	1	0	0	0	0
S. L. Cassidy	20.00	1	0	0	0	0	0	0	1
Adrian Guerry	15.00	6	0	0	0	1	0	0	0
Chas. J. Appel	15.00	14	0	0	0	1	0	0	0
Frank Albert	10.00	3	0	0	0	0	1	0	0
Lucien Lesna		2	0	0	0	0	0	0	0
Frank Starbuck		8	0	0	0	0	0	0	0
Geo. H. Van Emburg		2	0	0	0	0	0	0	0
Harry Peper		1	0	0	0	0	0	0	0
Jay Eaton		3	0	0	0	0	0	0	0
Al Hosmer		1	0	0	0	0	0	0	0
F. O. Elkhelm		1	0	0	0	0	0	0	0
A. L. Ellreich		1	0	0	0	0	0	0	0
A. S. Meixell		1	0	0	0	0	0	0	0
Magnus Gross		2	0	0	0	0	0	0	0
Frank Barnard		1	0	0	0	0	0	0	0
Dominick Zicardi		1	0	0	0	0	0	0	0
Arry De Lesio		2	0	0	0	0	0	0	0
Frank Padridge		1	0	0	0	0	0	0	0

The Class B men fared proportionately, as well in point of their prize value, Charley Murphy, Nat Butler, and Eddie McDuffie leading as follows: C. M. Murphy, \$445; Butler, \$370; E. A. McDuffie, \$378; Monte Scott, \$231; Ray McDonald, \$45; C. E. Ganse, \$80; W. F. Murphy, \$70.

The first four men to finish in the 24-hour race at the Garden last week rode Stearns wheels. Waller, the winner, who covered 434 miles, rode on Dunlop tires; Ashinger, Golden, Gillen, and Swank, the next four men in, were mounted on New York tires.

This will be a great winter for the Kings County Wheelmen, from a social standpoint. The club's entertainment committee is hard at work arranging balls, receptions, whist parties, and other events in that line, which will serve to kill the long winter evenings. Fred Hawley, the captain of the K. C. W., was a conspicuous figure at the Garden races last week, where he officiated as starter on two different days. The next meeting of the club's board of governors is down for Thursday evening, December 8, at which time something in the way of news may be expected.

According to the present plans of Zimmerman and Wheeler, they will leave San Francisco for Australia some time in July, where a stay of two months or more will be made, during which time both men will race for the gold which we hear is so plentiful in that country. W. B. Troy will probably not accompany the pair, although no reason is given for the split. It may be just possible that Troy has made more money this year than his charge. However, as Wheeler once said during the days of the Cash Prize League, when he was winning everything, and someone asked why he did not give the others a chance, "I may as well make hay while the sun shines."

Dr. E. M. Santee viewed the fun from a box one evening, but later on he crossed the bridge and down among the newspaper men. He was seen later closely examining a cartoon of himself feasting on a crow, which he found in the *American Wheelman*. A representative from that paper thought it was so good that he caught a snap shot of the Doctor, which will be reproduced later.

The annual reception of the Gramerney Wheelmen, held Saturday night at Arlington Hill, St. Marks Place, was the most successful affair ever given by this thoroughly up-to-date club. Adolph Stahl, the prime mover in the organization, is popular, jovial, and a hustler from away down the line. To him belongs the credit for backing up against so strong a counter attraction as the final night of the Garden races, and that too, with grand success.

Colonel and Walter E. Sims, the proprietor and manager, respectively of the Park Theater, Brooklyn, have offered as a benefit to the Cycle Path Fund, one performance of Marie Jansen, in her wide-awake play, "Miss

Dynamite." December 12 has been chosen by the fund committee, and it is expected that the pretty theater will be packed to the doors. This will surely net the committee enough to complete the necessary \$3,500, of which \$3,100 is already subscribed.

John S. Johnson got in from Louisville on Thursday night, but was obliged to go almost at once to Minneapolis, his home, where his mother was reported very ill. Johnson hardly had time to say he was here, before he packed up and was away again.

Louie Callahan and "Pye" Bliss stood in the press inclosure at the Garden show and chatted. Finally the former, who stands five feet three and one-half inches, said to the latter, who measures five feet three inches, "Well, Pye, how's the weather down there?"

And Spooner made a note.

### THE HUMBER DEAL CLOSED.

NEW YORK, Dec. 5.—M. D. Rucker sailed on the "Majestic" today for Southampton. He had been in America since Sunday, November 25, but since that time he has closed out one of the biggest deals of the year. There have been numerous rumors that Humber & Co., the famous English manufacturers whom Mr. Rucker represents, intended to open up a factory in this country and manufacture Humber for the American market. This was not believed at first, but when Mr. Rucker put in an appearance the story seemed more credible.

After looking around for some days Mr. Rucker finally hit upon the plant of the Densmore-Yost Co., at Westboro, Mass. The purchase was completed this week, and the factory is now running under the control of the Englishmen. "Humber & Co., America Ltd.," was incorporated this week with a capital stock of \$375,000 and everything is being gotten in readiness for a big year. Extensive additions to the factory are being made and the first wheels shown will be exhibited at the cycle show here next month. The highest grade wheels only will be made, the list price being \$100.

The deal was closed on Wednesday, November 27, and the final payments were made yesterday. The models to be built will be racer, road racer, roadster, ladies' racing tandem, and road tandem. The weight of the racer will be eighteen pounds, the road racer twenty-one pounds, the roadster twenty-four pounds, and the ladies' twenty-four pounds. The tandems, weight and the prices are not known yet. The Boudard gear will also be pushed by the company. All materials used in the construction of the new wheels will be American, as will be the labor—nothing being imported.

### The Westboro Factory.

Superstitious people don't seem to live in Massachusetts, for the old bicycle factory in Westboro is to be started up again. The plant, four or five years ago, was one of the best in the east, being thoroughly equipped with the finest tools and machinery that could be bought. The White Cycle Co., a concern organized by Frank E. Peck, Henry S. Drake and others, to build the White tricycle, is responsible for this little rock of a factory around which is spread the debris of many a good company. Samples of their chain-roller-clutch-lever-driven machines, built at an expense of thousands of dollars, did not take well, and the plant was refitted—at the expense of gullible outside parties—for making bicycles. J. Purvis-Bruce, who was attracting considerable attention through his writings in the press at that time, went into the company, but soon found solace in the deep waters of a lake near Westboro, where he was drowned while swimming one afternoon. Bruce lies in a little graveyard within hearing of the factory whistle, but out of reach of further harm.

White Flyers then came into the world with a rush, heralded with the announcement that they could "scratch gravel" faster than anything ever shown. The company's advertisements were marvels of new words and queer statements, and they ran large accounts with the papers, giving notes for hundreds, in some cases, thousands of dollars. White Flyers failed. No one would have them, so again the concern re-organized, this time taking in a well known Bostonian, making it the Livingston Cycle Co. Shortly after it became the Murray V. Livingston Cycle Mfg. Co., of Westboro, Mass., U. S. A. Capital, \$1,000,000.00 (?). The details are painful. Mr. Livingston put up his money in lots of many thousands of dollars each for the manufacture of Bronchos, of which Thos. Kane & Co. can tell a sad tale.

Livingston realized on his large property as fast as he could, sending the funds to Westboro, finally mortgaging his liquor store on Kneeland Street, Boston, for \$10,000. Various meetings of the creditors took place in Boston, but saved them nothing, as the ground, buildings, machinery, and stock in Westboro were covered by mortgages made to local parties, who had been roped in early in the game. As Broncho builders the concern died a peaceful death. After a period of idleness, the plant was secured by the Beacon Cycle Co., organized by a Mr. Porter, of Boston. They attempted to make a remarkable chain safety of the old Broncho parts left lying around, but after spending their money, found that they had attempted an impossible job, and so gave it up.

John McDowell, of the Union Cycle Mfg. Co., was in Chicago this week. Mr. McDowell will visit the Union agents in Milwaukee, St. Paul, Minneapolis, Sioux City, Council Bluffs, Omaha, Denver, and intermediate points before he returns home.



# We Try to be Fair. How Well We Succeed

## THE FOLLOWING LETTERS WILL SHOW:

ROSEVILLE, WARREN CO., ILL., Nov. 28, '94.

INDIANA BICYCLE Co., Indianapolis, Ind.:

Gentlemen: I herewith enclose to you a letter from Mr. H. D. Hudson, which explains itself. Please accept thanks for the kindness shown my customer. Mr. Hudson is a traveling agent for the Walter A. Wood Harvester Co., visiting the principle towns in western Illinois and eastern Iowa, and from the tone of his letter I think we may receive a good word from him in behalf of the "Waverley" wheels, and I trust his influence may lead to an increase of sales.

Yours truly,  
A. KREIG.

GALESBURG, ILL., Nov. 21, 1894.

MR. A. KREIG, Roseville, Ill.:

Dear sir: You will, no doubt, call to mind my having mentioned to you, when in your place in October, that I had had bad luck with my wheel, and had sent same to the factory for repairs. At that time I was feeling a little sore on the "Waverley," but I am pleased to say to you, as their agent, that I was wrong in so thinking. In a few days from shipping, my machine came back with no charges, but the express, and it is in better shape than when new. I have ridden it more this fall than all the early season together, and the more I use it the better I like it. I have not used my pump on the tires for three weeks or more, and if I wanted to make a ten-mile trip in the country tonight I should be all ready to start without any pumping. I have ridden a number of the so-called "high-grade" machines owned in this city, but have never seen a wheel that I would rather have than mine.

I did intend to write the factory, thanking them for their very kind treatment of me, but neglected doing so at the time, and it is so long now since the work was done, that I will ask you to say to them that I am not only well pleased, but that I shall feel under obligation to "throw a straw" in their way whenever opportunity offers.

Hoping that you will have a largely increased sale on the "Waverley" in 1895, I beg to remain,

Yours truly,  
H. D. HUDSON.

THE '95 *Waverley* is warranted superior to any bicycle built in the world, regardless of cost.

Some splendid territory still open, a good business awaits the right man. The *Waverley* sells on sight.

CATALOGUE AND DEALERS' TERMS BY MAIL.

## INDIANA BICYCLE Co., INDIANAPOLIS, IND., U. S. A.



## LOZIER RECOVERING FROM THE FIRE.

The Cleveland Will be in It For '95—The Damage not so Great as First Thought.

H. A. Lozier & Co. suffered a terrible loss by fire last week, but with their characteristic push and energy they are going ahead, making wheels for the '95 trade. Mr. Lozier writes THE BEARINGS as follows: "You may rest assured that we are not disheartened by this great loss. We shall come up out of the fire and build a factory greater and grander than the one destroyed. We shall get into settled business at a date that we believe will surprise our friends. We shall work ceaselessly until we are equipped with a plant replete with every modern convenience for bicycle manufacture."

The firm have also issued the following letter to the trade:

"We are appreciative of the expressions of sympathy in the loss we have experienced in the destruction of our magnificent bicycle plant. Volumes of telegrams and letters have been received, with the kindest of offers and expressions. While words are inadequate to express our grateful feelings, we desire to convey to our brother manufacturers, to our dealers and our many friends, our thanks for their whole-souled offers of assistance, encouragement, and sympathetic expressions.

"While misfortune is ours at the very time we were to swing wide the gates for business of 1895, we beg to state that we shall replace our plant with equal or greater facilities than before at as early a date as human energy, aided by abundant capital, is capable. Arrangements are already completed whereby we can promise Cleveland wheels in sixty days; and,

wheels upon the market next year. Our orders for December amounted to \$50,000, and that amount was almost doubled for January.

"I would be glad to stay here if I could get the use of some establishment, like the Union Sewing Machine Works, for instance. Could I get this or any other plant as good, I would guarantee to have all of my men working inside of two weeks. I hate to see them idle, but it is one of those things which we can not guard against in this life. I have an organization which costs me \$100,000 a year, with general offices in nearly all of the large cities. Many of these men are expert business managers, and command large salaries. Then, too, I have quite an army of travelers on the road. Now, unless I get to work and have a product to sell I will not be able to keep these men in employment, and it will only make more misery in the world. I feel that I must get to work again, and do it as soon as possible."

A careful examination of the ruins on Monday showed that the damage was not so great as was at first supposed. A large part of the valuable tools were uninjured, and with a few slight repairs to the building the Lozier company can recommence work on their '95 models. They now expect to be able to supply the trade by February 1.

The tool building, 50 x 145 feet, a two-story brick building, is intact, excepting the loss of windows on one side, which are already replaced; and a force of 150 men is now at work there on bicycle construction. On the lower floor of this building Lozier has stock for several thousand wheels untouched by fire and not in the least damaged. In this building \$50,000 worth of the finest improved modern bicycle machinery, together with a large number of special tools for the 1895 wheels, were saved. The black-



while deprived of an opportunity that was ours to present an elegant line of bicycle production for 1895 for the favorable consideration of the trade December 1, we must crave the indulgence of our friends in this forced delay. We shall be in the market with the Cleveland in the early months of 1895."

A Toledo paper interviewed Mr. Lozier a few days after the fire, with the following result:

"The city of Toledo is entirely responsible for this fire," said Mr. Lozier. "It would never have happened had there been suitable fire protection at our works. There is only one little bit of a pipe running out there which I have seen a solitary engine pump dry within 3 minutes. Then, too, the road is in such a terrible condition that in bad weather it would be an absolute impossibility to get a steamer there. We had five wells at our works, and, with plenty of water and good roads, we would never have burned out."

In reference to his future plans, Mr. Lozier said: "I like Toledo, and would prefer staying here, but unless the city takes immediate action toward giving us desirable protection, we will locate somewhere else. We have plenty of opportunities—in fact, one city has already offered us a \$100,000 bonus. I shall not ask a bonus from Toledo further than giving us a paved street and more fire hydrants with ample water pressure. If the city does this we will stay, if not we will never lay a brick here. If the city will give us some assurance that we will have what we ask, then we will at once fit up our blacksmith and tool-rooms and keep up in a measure with our orders. Had this fire not occurred we would have put \$1,000,000 worth of

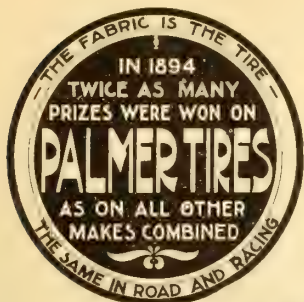
smith shop, forging shop and brazing department are but slightly damaged, and will permit immediate resumption of work therein. The storehouse, a three-story brick building, 60 x 100 feet, is all right, together with 462 wheels of 1894 pattern, in crates, and thousands of unfinished parts. Within two weeks this building will be filled with bicycle machinery, and will be running day and night with a large force of men. The boiler and two engines are unharmed, so that they have abundant power, giving a bicycle factory with facilities for turning out a product equal or larger, than three-fourths of the high-grade factories in the country today. In addition to these buildings they have several others for temporary use.

Since the fire some malicious persons have been calling on the Cleveland agents, spreading the story that H. A. Lozier & Co., were unable to turn out wheels for 1895. This is vigorously denied by the manufacturers of the Cleveland.

### The Hopkins Fund.

The Myrtle Hopkins fund now amounts to \$595.30, \$40.60 having been received the past week. Those who subscribed were as follows: E. C. Wolfe, M. Reeves, B. Sprague, F. Litson, — Robinson, W. K. Kemper, M. Scott, and H. McClintock, of Horton, Kan., 25 cents each; Mr. and Mrs. W. H. Shipley & Son, of Springfield, Mo., \$2.50; F. C. Bentley, J. W. Eisenmayer, H. Schneider, and W. Hartzell, of Springfield, Mo., \$2.10; Detroit Wheelmen, Detroit, \$11; Salina (Kan.) Bicycle Club, \$7; J. S. Moody, Asheville, N. C., \$1; Oskaloosa (Ia.) Cycling Club, \$14; G. Parmenter, C. L. Garrett, and M. J. Cruzen, Oskaloosa, 25 cents each; D. B. High, Montezuma, 25 cents.





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WALTER W. CLARK.

Anyone with half an eye could have seen that I was out of sorts. The weather was adjusted exactly right to disturb one's normal good-nature. There had been no rain to speak of for six weeks, and it was hot. Gardens were drying up and crops promised to be failures. This put the farmers out of sorts and made them cross to their wives. Farmers' wives don't like cross husbands any better than other wives do, and so the farmers' wives were out of sorts too. But just then it was not the weather that troubled me, though to be sure it was bad enough. I had another grievance.

I come of old Puritan stock. I have always been proud of that, and have always been rather particular to let my acquaintances know that my ancestors came over in the "Mayflower." In consequence of those ancestors of mine, my notions of propriety—especially feminine propriety—were always ironclad. But as we grow older our opinions often change radically, and since, as the poet informs us,

*"We live . . .  
In feelings, not in figures on a dial,  
We should count time by heart throbs,"*

since that is true, I must be considerably older now than I was at the time of which I write. What I am going to tell you caused my heart to trip and palpitate not a little.

The fact was, I was shocked. The laws that I had laid down for womankind had been transgressed. The offender? One of the most charming girls that ever shocked any righteous Puritanical fellow like me. And this was not her first offense. When I had caught sight of her blue riding skirt just disappearing into the foliage of one of the trees in the orchard, after we had returned from a spin on our wheels, I had turned away and gone for a walk down by the river, and said nothing. One time, when we were riding on an old deserted road, we had come to a beautiful little river, with a sandy shore, and she had taken off her shoes and stockings, and daintily lifted that same blue skirt and gone wading, and I had refused an invitation to join her, and made no remonstrance. And that blue riding dress—what graceful sweeps and dainty folds! It seemed to me that I had never seen another such object for admiration—except the beautiful head on top of it. Now the skirt was in danger, and its occupant had committed a third offense. This time I had remonstrated. Not that I thought it would do any good, but I had remonstrated all the same, and we had quarreled. Bess and I had quarreled. It was the first time I had quarreled with her, or any girl, except my sister. Now, a quarrel with any beautiful girl is enough to put any fellow out of sorts, but a quarrel with this particular beautiful girl—and to be shocked at her too! I went out into the orchard and threw myself under a tree. I heard the rustle of a skirt behind me. I knew who it was, but I didn't look up. I was touched on the shoulder and—well, I looked up.

"Now, Tom, what's the use of quarreling? We might just as well make it up now, as to mope around two or three days and make ourselves miserable, and then make it up."

I said something about not caring much about "making it up" with a girl who would ride through the country in Turkish trousers. That is what I said; but bless you, I didn't mean it. But Bess was too sunny-natured to be out of sorts long, and was not to be put down in this manner. She gave her head a little toss (it was a pretty toss, too), and said:

"That's bosh, Tom. There is no use of your making an old Puritanical blue-law judge of yourself, and passing the sentence of your displeasure on a poor criminal like me. Your old blue-laws are out of date. I will not be imprisoned in that horrid riding-skirt any longer. I have got some bloomers, and I shall wear them. Now, how's that for an emancipation proclamation! Oh! I wish you had to wear that skirt just once, Tom," she cried suddenly. "You shall wear it. Tomorrow we'll take a ride—early, before the sun is up—and you shall wear that blue skirt that you admire so much, and I—I'll wear my bloomers."

"Yes, I will," I said sarcastically; "we would make a pretty pair, wouldn't we—a fellow in skirts and a girl in trousers! Perhaps we'd better exchange wardrobes."

"Well, I'd just like to," she said, and she turned and went toward the house.

Next morning I was up bright and early to see the sunrise. I always get up at sunrise when I am in the country; at least that is a claim I always

make. The house faced the east, and I sat on the porch admiring the gold and red of the mountain top, when the door opened, and out stepped Mistress Bess in bloomers. I turned my eyes away and looked at the sky.

"Well," she said, after a minute, "aren't you going to take me for a ride?"

"I don't know; I'm admiring the sunrise just now," I said ungallantly.

"Tom, that sun is going to rise right there in the east any time you're not too lazy to get up and see it; but some morning you'll wish that some girl would beg you to take her to ride, and there'll be no girl to beg."

"But just now I prefer the sunrise to bloomers." I was getting really cruel.

"You're just horrid," snapped Bess, "and I'm just going alone. Would My Lord High Propriety condescend to bring out a wheel for bloomers?"

I went to the stables and brought out her wheel, and—well, I brought my own, too. I grumbled something to the effect that if a girl *would* ride looking like *that*, she ought to have a respectable person with her. I hoped something would turn up to prevent the ride, or rather, to postpone it. I looked all over the sky for a thunder shower. The farmers had been praying for rain for weeks, and now I began praying for the same boon, in a sort of uncertain, informal way. But I couldn't see a shower; not even a dew-drop. As soon as I appeared, Bess said:

"Wait a minute," and ran into the house. When she came out again she said:

"I've got your skirt."

"My *what*?"

"Last night you promised to ride with me this morning in my blue skirt. You're not going back on your word, are you?"

It is queer, in an argument, how a girl always knows how to hit a fellow in just the right spot. I had always prided myself on keeping my word, no matter at what sacrifice; and now my sarcastic remark of the evening before was thrown in my face. "Well," I reflected, "I'll make the ride short, and it is so early we sha'n't meet anybody, and—" It ended by my climbing into the skirt and exchanging my wheel for my sister's. I don't know how I looked, but I imagine I must have made a picturesque figure. Bessie's red lips let a laugh escape, and such a laugh!

"Ah, ha, ha, ha, ha, ha, oh!" That doesn't look much like it, though. To be properly reproduced it should be set to music and played on a flute. If she had laughed like that at a joke I had made it would have been differ-



ent, but she was laughing at *me*, and I was irritated; and irritated all the more because the laugh was silvery and sweet like a bell. I said I wouldn't go if she didn't stop laughing; and she stopped.

When I tried to get on the wheel I caught my foot in the skirt; then I caught the skirt in the wheel; then I caught it on the guard and tore it. I wanted to take it off so as not to tear it any more, but Bess said she didn't care if I ripped it all up into bandages. I got on finally and we started off.

Somehow I lost a good deal of my admiration for that skirt in the first 3 minutes, and somehow it did not hang as well as I expected it would. The folds lacked anything akin to grace. Under ordinary circumstances I should have admired the sky and landscape as I rode along, but the sky seemed to have lost any attraction for me. Under ordinary conditions I should have chatted and joked with my companion, but I seemed to have lost all interest in her—and that was extraordinary, indeed. That skirt monopolized my whole attention.

We were just emerging from a wooded piece of road, when suddenly, on turning a corner, I heard the rattle of wheels and a jumble of men's voices and feminine laughter. I had not counted on anything of this sort, but I knew what it meant. Parties frequently started for the mountain

(Continued on the second page following.)



## FAVORS LOW PRICES.

**Evidently Thinks the Pope Mfg. Co. Right in Making the 1895 Price \$100.**

I have noticed with some surprise the very general effort of the cycling press to maintain the 1894 list prices of wheels for the coming year, in the face of the universal demand of riders and prospective riders for a lower list, and of the seeming inclination of the leading makers of the country to grant the public the reduction they ask. The call for the maintenance of the old prices is certainly not in the interest of the makers who have held agents strictly to their list prices in making sales, and who have kept the wholesale prices at such figures that the regular dealer could not afford to cut the list in selling. Neither is it in the interest of the dealers who have preferred to sell such machines. While the majority of the wheels on the market have been listed at \$125, the range of discounts has been such that many of the so-called high grades could be sold at retail for less than the wholesale price of the standard wheels, and yet yield a larger percentage of profit to the seller than the standard wheel, sold at list price, can give.

### Scalpers Want Big Lists.

It can hardly be questioned that where there are exclusive dealers they always prefer to sell the best wheels that can be obtained, and that there is always a rivalry among such dealers for the agency of wheels that are known to be held strictly at list. The side-liner and the curb-stone agent are the ones who want list prices kept up, so they can sell wheels as "high grade as any and at a much lower price" to customers who think all wheels are on the same discount sheet. It is the high-list-big-discount factory representative who says to the agent: "You have a much better chance to please your customers by allowing big prices for their old machines, and then we allow you also to be your own judge of what you may consider a reasonable profit." Your own columns for the past year or two will inform you as to what the "department store" and the curb-stone agent consider a reasonable (not profitable) effort to get the better of the regular cycle dealer when they come into competition.

A large part of the public will always gauge their ideas of the profits of the cycle dealer by the big discounts at which some high-listed wheels are retailed, which is manifestly to the great injustice and disadvantage of the dealer. A continuation of the present conditions would tend to drive him out of the field and leave the trade to the hardware and department stores. A glance at the advertising columns of the hardware trade papers even now may give you an inkling as to where the high-listers will spend their money when the cycle dealer as a specialist has retired from the trade. The rapid advance of cycling has been to a large extent due to the personal interest in it as a sport, and the tireless efforts of the exclusive dealers to further it.

### Protect Exclusive Agents.

The direct efforts of the cycle dealer produce more new riders and tend more to popularize cycling for business and for recreation, than any other one factor. While the wheel has become established to an extent that renders it independent of any particular support from any class of people, the life and enthusiasm given its advancement by the dealer who rides and lives with the riders, who looks after its welfare on the path and on the road, who is ever ready at any time and place to assist the novice as well as the veteran, stand in pleasant contrast to the indifference of the side-line dealer to its fate after it is paid for, and the always evident annoyance shown by him if the customer gives him more trouble or demands more attention than the purchaser of a stove or a folding bed.

Reverting again to the list price question, more than half the wheels listed the past year at \$125 have been sold to the trade at a lower net price than will be made by the leaders under the new list of \$100, and the makers who have given the biggest discounts are the ones who now most strongly advocate holding up the list to save the quality (?) of the goods.

E. R. GUTHRIE, in *Cycling Life*.

unacquainted with the remarkable ease with which the infrequent punctures to their famous single-tube tires can be repaired, have prepared a circular describing every detail of the simple operation. This circular can be had free by sending to the company or their agents.

The fore part of last month Mrs. C. J. Griffin, of Ogden, Utah, had her Columbia bicycle stolen from the porch just after dark. The loss was immediately discovered and the police notified. The next morning a note was found on the porch, saying that the bicycle would be returned upon paying a tribute of \$20. The letter was promptly turned over to the police, who later in the day arrested a suspicious looking character who had a letter on his person just ready to mail, the writing of which was identical to that in the note found on the porch. The wheel was found, and the thief, Monger by name, is in jail for six months. The police are now the happy possessors of the usual \$50 reward given by the Pope Mfg. Co.

The Columbia Pad Calendar for 1895 is ready for delivery. This is the tenth year for this popular bicycling calendar, which was original with the Pope Mfg. Co., and this year's issue is bright with many new features.

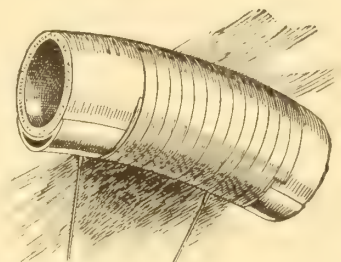
# OUR Single-Tube Tires

## The Easiest Tires to Repair.

"A rider gets home on Single-Tube Tires."

### A Temporary Repair

is easily made upon Single-Tube Tires. A piece of tire tape does the work, or even a bit of chewing gum tied on with a handkerchief. This fact of simple temporary repair is invaluable when you are miles away on the road and your repair kit is at home.

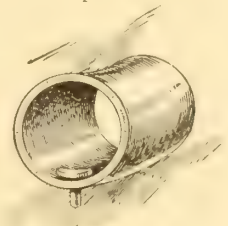
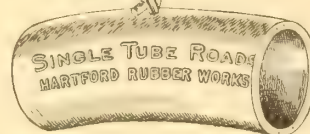
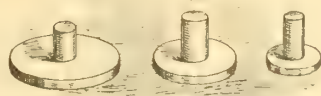


### Permanent Repairs of any ordinary

puncture can be made in a minute or two, by means of the simple and effective repair outfit we furnish, without trouble and **without removing the tire from the rim.** The puncture is enlarged by means of the pliers or a hot wire, one of the simple patch plugs covered with cement is pushed through the hole, and the tire is immediately inflated. That is all. When the cement is dry, cut off the



plug even with the surface of the tire. Cuts and the like can be repaired easily in the same way. Single-tube tires cannot explode.



A leaflet giving detailed instructions for the repair of Single-tube tires will be sent on request.

## Our Single-Tube Tire

has demonstrated its superiority to all others in simplicity, ease of repair, resiliency and speed. We can fill your orders at prices that will be satisfactory. Riders everywhere are demanding Single-tube tires made as we make them.

## HARTFORD RUBBER WORKS CO.,

ROGER B. McMULLEN & CO.,  
General Selling Agents,  
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HARTFORD,

CONN.

The Circular is Free.

The Hartford Rubber Works Co., realizing that many riders are still

It will be sent by mail for five 2-cent stamps. Address Pope Mfg. Co., Calendar Dept., Hartford, Conn.



early in the morning and returned after sundown, thus escaping the heat of the day. There was a busful of people coming toward me. I looked for some way of escape, but there was none. Then a wild idea struck me. Together with the shirt I had on bicycle trousers, long stockings, and an outing skirt. It struck me that the shirt might pass for a girl's waist, and that if I passed the bus quickly they might think I was a girl. Without a word I started—bolted, in fact. The rapid motion of my limbs, together with the breeze I made, brought the skirt on top of my knees; I tried to kick it down, but it was no use. Meanwhile I was bearing down on the bus. The party had sighted me at some distance and were observing me with a sort of curious expectancy. I was making time—in fact, I was making a record for riding with a skirt handicap. Just as I passed some one said, "What big feet that girl has."

There was a shout, and a laugh, and another shout; but I never looked up. I was making a record. I felt that I had important business just around the next bend in the road. Just as I turned the corner I looked back. Bess had seen some one that she knew, and the bus had stopped, and she was telling the party all about it. They seemed to be having a fine time. I rode along slowly, and before long Bess came up.

"Well," I said, "you people seemed to be enjoying yourselves hugely at my expense."

"Oh! that's all right. They thought you were perfectly lovely."

"Oh! no doubt. I felt that way."

"Bess wouldn't listen to my proposition to turn back; but I had made up my mind that I didn't care to meet another load of people, and when we came to a road that led straight into a large piece of woods I said:

"I am not going to furnish any more circuses for anybody. I don't know where this road leads to, and I don't know whether it leads any where, but I'm going to follow it out. We sha'n't meet any one in here, it isn't likely."

She found a little fault, but I was firm, and she came along. I thought that when I got into that lonely road the skirt was welcome to fly as high as my neck. The road was quite delightful a little way in, and I wondered that I had not found it before. It curved to right and left, and round and about until I forgot all about direction. I was beginning to enjoy myself and to give myself up to that peculiar, pleasurable feeling of a protector that a fellow has when riding on a lonely road with a beautiful girl.

Before long Bess proposed a race, or more properly a "brush." I assented willingly, and she rode ahead as far as the next bend in the road, and then I started after her. She had quite a long start, and I did my best. I went around the bend with my head down over the handle-bars. I was really getting down to business, when suddenly I came out into the highway. I looked around. The house of Moulton, the mill-owner, was just above. Then the road through the woods must be one of the drives in the park he was laying out with the intention of presenting it to the town. I saw all this in a flash. At the same time I was flying down the hill that led to the village. It was a steep hill, and I had a terrible momentum. Now, when you strike a steep hill take my advice, don't carry too much momentum with you; it is not a handy thing to have about one at such a time. I back-pedaled with all my strength, but I went down the hill into the village with my skirt almost over my head.

The mill operatives were just going to work. One of them saw me and raised a shout. Then they all saw me—four or five hundred of them—and they all raised a shout.

When I got into the square I had my machine under control and had come up to Bess. She looked up in an unconcerned sort of way and said she was thirsty and wanted some soda; and she started for the drugstore. The crowd was cheering and offering all sorts of kind and unkind suggestions. The drugstore offered an escape; I pulled down my skirt and followed Bess. When I got in front of the store a feeling of relief came over me. I was going to get away from that crowd. My trouble was over, I thought.

When I ride my own wheel, with no clothes on but my own, I have a habit of throwing one foot over the saddle when I dismount. Philosophers tell us that habit is strong; mine was. When I was about to dismount a feeling of relief came; all my trials were over. I threw my foot over the saddle; that is, I tried to. The next thing I knew, I didn't know much of anything. I was mixed, decidedly mixed. There was myself, and gutter, and machine, and skirt (I speak of them in the singular number). I was so mixed that they were all one to me, and I couldn't tell what was me and what wasn't.

I don't know why I didn't break my neck, but somehow I didn't. I have always been thankful for that. I left the wheel in the gutter, and made a dash for the store. I tore off what was left of the skirt, and rubbed my bruises, and Bess laughed. After the operatives had gone into the mill I went out and picked up the wheel and found that, luckily, it was unhurt. The mill hands gathered at the factory windows and gave me a cheer; and then another. But I didn't feel like making a speech, or anything of that sort, so I waved my hat, and Bess and I rode home.

After supper that evening Bess was lying in the hammock, and I on the ground when Bess said:

"Tom, won't you take me for another ride tonight; It will be light yet for an hour. Now, don't make me tease."

"Yes, I'll take you, Bess, of course, if you don't want to go through the village, and if I may wear just my own clothes; and you may wear bloomers, forever."

## THE OFFICIALS WERE RATTLED.

BALTIMORE, MD., Dec. 3.—Surely a more confused set of officials there has seldom been than those who officiated at the Thanksgiving Day road race of Henry Keidel & Co., and, now there is not one who is dead sure their decisions were correct. When the race had finished, inquiries as to who were the winners were many. Not a judge would open his mouth on this subject, but the crowd had it that James L. Ives, a local rider, had crossed the tape first. The judges, scorers and others retired later to a room in the Maryland Club, where they held a star chamber consultation, after which they announced the string of prize winners. According to this version, Ives was the winner of first prize, L. A. Callahan, of Buffalo, N. Y., of second and first time prize, and Alvin T. Diffenderfer, of Birmingham, N. Y., of third place and second time prizes, with a long list of other place winners.

Immediately a great many of the racers announced their intention of filing protests, and since then they have been coming in pretty lively to the office of Chief Consul-elect Arnold, the referee of the race. Mr. Arnold makes no bones of saying he believes the decision all wrong, and, accordingly, has called a meeting of the officials, when evidence offered will be heard, and it is more than likely that the whole finish card will be changed. W. H. Bateman, of this city, and Charles Church, of Chester, Pa., claim winning the race, and officials now think that their claims are not improbable. If Bateman can get White and Jacobs, of this city, and William Kirk, of Wilmington, Del., to bear him out in his statement, he will get the first place. He had a start  $7\frac{1}{2}$  minutes and 30 seconds on the scratch men, and had finished his first lap when White, Kirk, and Jacobs were being sent off the mark. He says he hung to these men, and they paced him right through the race, so that when they had finished their sixth lap, he was ending up his race, having one lap to the good of them at the start. If this is true, then

### The Judges Simply Got Mixed.

and thought he, too, was riding his sixth lap. Church claims that he hung with the scratch men all through the race and spurred in at the finish thirty yards ahead of them. As Callahan and Diffenderfer got second and third places, it stands to reason that Church won, if his assertions are straight, and Callahan and Diffenderfer's scores are true. In addition to these principle claims there are a vast number claiming minor positions.

There is much to excuse in the hopeless confusion that seems to have seized the officials, who are, by the way, the most expert in that line in this section of the country, having officiated at all the local race meets.

The race was a ten-mile handicap, the handicapping done on time. The course was around Druid Hill Park lake, and was so arranged that seven times around the lake made up the distance. The limit men had 8 minutes and 30 seconds start over the scratch men, so that they were almost two laps to the good when the scratch men started. This fact, and the vast crowd that sadly hampered the officials in catching the men as they flew over the tape, and possibly, lack of preparatory thought in overcoming these conditions, led to the confusion. As an illustration, two of the officials had Millard F. Carter down as the winner, when Carter is not known to even claimed to have been a position man.

### The Announced Finishes Were as Follows:

PO.	NAME	HANDICAP.	TIME.
1...	James L. Ives .....	7:00	31:18
2	L. A. Callahan .....	Scratch	24:18 $\frac{1}{2}$
3	A. T. Diffenderfer .....	Scratch	24:18 $\frac{3}{4}$
4	Bayard T. Wrenn .....	6:00	30:18 $\frac{3}{4}$
5...	W. W. Chapman .....	8:30	32:48 $\frac{2}{3}$
6	W. W. Sharretts .....	7:30	31:49
7	Charles H. Schaeffer .....	7:00	31:24
8	W. R. Goodby .....	4:00	29:00
9	Walter Ash .....	5:30	30:59
10	W. E. Ferguson .....	7:15	33:01
11...	Horace W. Lair .....	8:30	34:01 $\frac{1}{2}$
12...	C. E. Matthai .....	7:00	32:32
13	John M. Bauer .....	7:30	33:02 $\frac{1}{2}$
14	George E. Smith .....	3:30	29:03
15...	H. A. Burgess .....	6:00	31:33 $\frac{1}{2}$
16	Clarence Knight .....	3:30	29:06

The Thanksgiving Day road race has for years been an annual fixture. Formerly it had been given by the Baltimore Club. This time, through blundering of the Racing Board of that club, the club lost its chance, and Henry Keidel and Co., agents for Eagle wheels, brought it off. William Holland, the cycle manager for that firm, is holding all the prizes, awaiting the new decisions of the officials.

The ludicrous appearance of a fat man awheel often causes funny remarks from unexpected sources. A gentleman, who stands high in the newspaper world in Chicago, and whose rotundity is almost as great as his stature, was taking a spin in Lincoln Park not long ago, when a carriage drove up alongside him, on the back seat of which a little tot reclined beside her mamma. Gazing with wide-open eyes at the short, fat figure, she tugged at her mother's arm and shrieked out, "Oh! look mother; there goes a real live Brownie on a bicycle."

J. H. Bell, of Lawrence, Kas., has composed the "Chicago Cycling Club March," which has already become a favorite in Chicago. Sousa, the celebrated bandmaster, plays a number of Mr. Bell's compositions.

J. Dubois recently rode fifty miles at Paris in 1:51:49, also breaking the 2-hour record, doing 53 $\frac{3}{4}$  miles in that time.



Should you **h**appen to **g**lance  
**a**cross the **S**treet and **S**ee

# a **W**ell **d**ressed fellow

walking along with an air of contentment written upon his  
very countenance, you may at once make tab of the fact  
that

# he is a “**S**yracuse” **a**gent

his pocket is full of gold. They are prosperous merchants,  
wise buyers, choose fast sellers.

# Nifty as a **P**eacock

is the pretty line of **Crimson Rims** which will be exhibited  
for public inspection on January first.

---

AN AGENCY IS TO BE ESTABLISHED IN EVERY CITY, TOWN, AND  
HAMLET IN THE UNITED STATES.

---

Western Agents,

**a. f. Shapleigh hdw. Co.**

St. Louis, Mo.



Manufacturers,

**Syracuse Cycle Co.**

Syracuse, N. Y.



## ILLINOIS' BEAUTIFUL SCENERY.

### Wheelmen Miss a Treat by Not Visiting the Beautiful Dells and Canons Around La Salle—The Trip of Two Racing Men.

After spending the summer as quite a successful member of the C. O. P., I concluded to enjoy life once more by taking a good country road ride, and so at my last race meet at Decatur, Saturday, October 13, I persuaded my old chum and fellow member of the C. O. P., E. W. Ballard, to be my companion for the trip, and Sunday morning, after a good breakfast, we changed the names of our racing wheels to road wheels, and started for Champaign, sixty miles distant.

Having previously informed the Champaign boys of our intentions, we were met about half way by eight of them who escorted us to White Heath, a small town eighteen miles from Champaign. Here awaited us a dinner that would grace the table of a king. It was prepared for us by a lady who has made the run from Champaign to White Heath, a most popular one with wheelmen on account of the feast that is sure to await them. After eating until all internal vacancies were filled to their utmost, we retired to the Sangamon River, half a mile distant, and whiled away a couple of hours lounging in the sun on the banks of the river, smoking our pipes and swapping stories with "Yank," the best hearted and most profane old fellow it has ever been my good fortune to run across. He was a soldier, and carries a piece of lead (unwillingly) as a memento of his military career. The railroad crosses the river at this point and Yank has kept the water tank for them for years. Always good natured and glad to see the boys, anything he has they are welcome to.

After an hour or two here we journeyed on to Champaign, stopping over at

#### The Sight of a Watermelon Patch

covering a dozen acres, with hundreds of melons scattered promiscuously over the patch. After a feast on melons we were informed by the small boy on guard at the fence that the enormous sum of 10 cents would compensate him for what our party had devoured. We reached Champaign in time for church. Two days later Ballard and I started for La Salle, via Bloomington, about 130 miles away, and after spending the first afternoon and evening visiting in Bloomington, we reached La Salle on the afternoon of the second day without mishaps other than the seeming desire of every chicken we passed to let Ballard run over it.

At La Salle we were surprised to find in this town of 10,000 people that there is not one real live active wheelman, and I could not even scare up a cycle paper to read. Stranger still is the fact that one can leave La Salle in any direction, north, south, east, or west, on fine macadam roads, as smooth as any Chicago boulevard. The country here is rolling with just enough hills to make a ride interesting. Five miles southeast of La Salle is Deer Park, and about six miles east is Starved Rock, on the Illinois River. Few of the pleasure seeking wheelmen of Illinois are aware of the fact that here, within a century of Chicago, are to be found bits of scenery that even Colorado would not be ashamed of. Here on the banks of the Illinois River are spots as fine as can be found for a week's outing. I have often heard of Starved Rock and Deer Park, but not until I had spent a week in company with my fellow tourist climbing over the rocky bluffs, along the narrow trails, and in and out among the dells and canons, did I realize that what I had been told regarding these places was nothing in comparison to what it really is. The accompanying illustrations are glimpses of what may be seen at either place. Starved Rock, as many of you know, is of historic origin. It is a steep, rocky prominence,

#### Overlooking the Banks of the Illinois River,

and history tells us that in the earlier days one band of Indians sought protection from another by scaling to the summit of the rock by its only accessible trail, and were rewarded for their shrewdness by being starved to death by the pursuing band, who camped at the base of the rock.

Lover's Leap, another rocky prominence a little farther up the river, rises about 200 feet almost perpendicular above the water, and received its name from a traditional story of rejected love. For several miles along the river in this vicinity the scenery is very fine, not of the massive grandeur of Colorado canons, but none the less picturesque for its smaller dimensions. Deer Park, which is several miles from Starved Rock, is without doubt the beauty spot of Illinois. This tract of land, covering a square mile and bordering on the Vermillion River, is owned by Mr. Mattheisson, mayor of La Salle. He is a lover of nature, and is spending thousands of dollars building driveways along the rocky ledges and into the canons, so that it will not be necessary to spend the day climbing over rocky trails, in order to see this specimen of Nature's handiwork; however, there are many places that can only be reached by following the trails. Here with all nature arrayed in her brightest autumn tints, and a carpet of autumn leaves under foot, we spent a most enjoyable week wandering through the dells and canons, with our pipes as companions, even our wheels forgotten for the time, and you may be sure that we were loath to leave these quiet and picturesque surroundings for the bustle and noise of Chicago.

A. J. NICOLET.

### WILL INVESTIGATE CLEVELAND ROADS.

CLEVELAND, OHIO, Dec. 2.—One morning last week there was excitement in the county commissioners' office. Samuel Baker, county surveyor, and Jay F. Brown, his predecessor, who had charge of the building of the

county roads, entertained an audience that filled the office to the doors. They called each other liars, threatened to fight, and each insinuated that the other was absolutely ignorant of the first principles of engineering. They met by appointment with the county commissioners, who seem anxious to have an ordered investigation of the work done on the county roads under Brown's supervision, begun at once. Baker must inspect the work and compare it with the specifications, and to that end he had demanded of Brown, through the commissioners, all of the data connected with the building of the roads. Brown furnished only part of it, omitting, what Baker claims, is the most important, and refuses to go ahead with the investigation until he has all the data. The two engineers sat and glared at each other for about half an hour, and then the ball opened, and for two hours it lasted, to the gratification of the audience. Brown, by the advice of his attorney, absolutely refused to furnish any more data, claiming that he had already furnished more than he was obliged to. The commissioners finally decided that in order to expedite the proposed investigation Brown should be paid a reasonable compensation for copies of the data desired by Baker. The roads to be inspected are from Newburgh to Bedford and a six mile stretch of fire brick commencing near the Lorain county line and extending toward the city.

Both the Lakeside and Cleveland Wheel Clubs gave a dancing party on Thanksgiving night, and both were well attended.

Quite a number of C. W. C. boys were entertained at the home of Louis Gimm one evening last week. The affair was of the "stag" order, and was much enjoyed.

A coldness has sprung up lately between quite a percentage of the active membership of the C. W. C. and the board of directors. A short time ago a colored porter, who, by the way, seems to be quite a favorite among the boys, was careless about his personal appearance while on duty at the clubhouse, and was ordered by the chairman of the house committee, through the "board," to provide himself with a uniform. This he refused to do, saying he would quit first. He was told to take his choice, which he promptly did by quitting. Cold weather coming on, and Frank not being able to get another berth to his liking, a happy thought struck him. Why not start a petition for reinstatement. He had no trouble in finding a champion for his cause, and today the petition has sixty-six signers. It was expected at the board meeting last week, but failed to materialize. With the board it simply resolves itself into the question as to who runs the business of the club the board of directors or a colored porter. And so it stands at present.

The daily press are agitating the matter of the removal of the H. A. Lozier plant to this city. It is a well-known fact that Mr. Lozier would prefer to have it here than elsewhere, and with favorable inducements by the city such a deal could be easily consummated.

The scheme to convert Saengerfest Hall into a clubhouse and riding academy has fallen through, the rental asked being entirely too high.

A billiard and pool tournament will soon occupy the attention of C. W. C. members.

The streets of Cleveland are swimming in mud and slime, and there is no money in the possession of the street commissioner to remedy the evil, the appropriation having run out some time ago. Even the cross walks can not be swept, and there are over 10,000 of them in the city, as well as 125 miles of paved streets. Street Superintendent Hart has submitted a report to the board of control, in which he asks for \$3,000 to use in cleaning the streets until January 1. At that time a new supply of money will be available. The request will go to the council, and the amount asked for must be transferred from the market fund to help the street department to keep the people from drowning.

The C. W. C. football team is ready for work, and is looking for the threatened challenge from its rival on the west side.

#### A Future Star.

W. A. Terrill is a man whom Dave Shafer has selected for a future



W. A. TERRILL.

star. Terrill is a man of 176 pounds weight, six feet in height, wears a pompadour of a blonde shade, and is, in fact, almost a perfect picture of Walter Sanger, the racing giant. Terrill holds the Pacific coast record for five miles. He is a hard rider, but has little sprinting power. He does not know what it is to be tired, and under a competent trainer could be made a star of the first magnitude.

Shafer met Terrill when on the coast with the Rambler team last spring, and with what little care he could then give him at odd moments, developed quite a grist of speed in the man. In Shafer's team for the coming season Terrill will play a prominent

part. If he is one half the rider this celebrated trainer cracks him up to be, Terrill should be a great acquisition to any team on which Sanger may ride, as a running mate and helpmeet to the big fellow.





IN DEER PARK



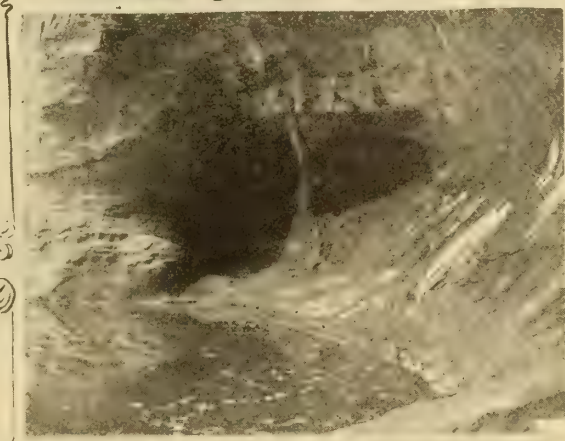
STARVED ROCK  
FROM  
THE  
EAST



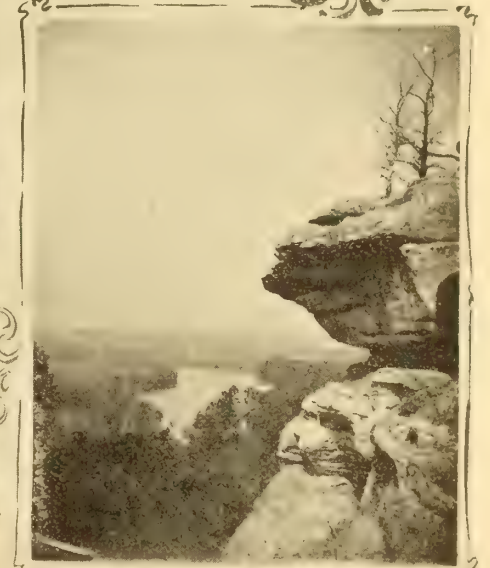
AT  
THE  
IRON SPRING  
LOOKING WEST



LOVERS LEAP.  
FROM THE EAST



MOUTh  
OF THE  
CAVERN  
DEER PARK



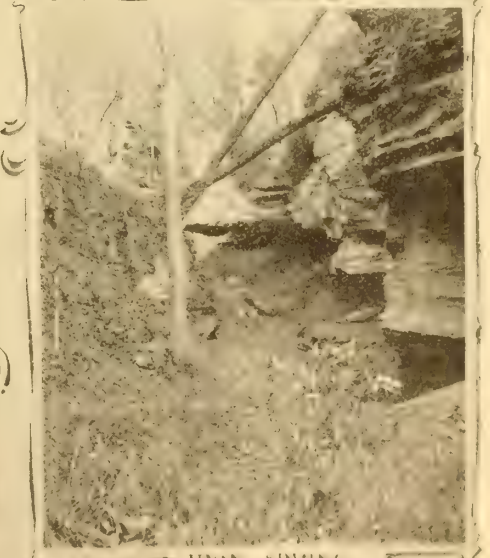
OVERLOOKING  
THE  
ILLINOIS RIVER



HEAD OF  
FRENCH CANON  
NEAR STARVED ROCK



THE  
INVADERS



IRON SPRING



## FROM OVER THE POND.

England In the Midst of Winter Festivities—Result of the 12-Hour Contest—Other English News.

LONDON, Nov. 24.—As briefly described in my last letter, the belated 12-hour contest promoted by the Anerley Club at Putney, resulted more disappointingly than was expected. The starting machines were one triplet safety, two tandem tricycles, one tricycle, two tandem safeties and eight safeties. Of these the tandem safeties, one tandem tricycle, and four safeties finished. The final scores were: A. E. Walters and W. J. Walton, (tandem safety) 236 miles 4 laps, first; C. Chapple (safety), 228 miles 1½ laps, second; A. J. Atkinson and A. Ford (tandem safety), 221 miles 2½ laps, third; J. A. Poole and A. Hoffman (tandem tricycle), 210 miles 2 laps, fourth; W. T. Hall (safety), 210 miles, fifth; E. Edgar (safety), 201 miles 2 laps, sixth; and H. Lock, (safety) 199 miles 1¾ laps, seventh. The triplet collided with the fence and retired at sixty-eight miles.

The Stanley dinner last Saturday in the Whitehall Rooms of the Hotel Metropole proved a huge success. In the absence of Col. A. R. Savile, Robert Todd made a capital chairman. The trade, every section of the press, other clubs, and the Stanley membership were largely represented among the guests. The dinner, wines, and service were all beyond criticism, in fact *a la Metropole*. Half a dozen talented artists, including some ladies,

### Blended Their Efforts With the Oratory

and prize distribution. There were only five toasts and about fifteen speeches, all commendably terse, with the result that the end of the programme was reached at 11:20 with a full room, instead of one half deserted by scuttlers for suburban trains. In his speech, Show Secretary Lamb declared that both the number of exhibitors and the amount received for space let exceeded the record of last year, which presaged another successful show. C. E. Liles, the veteran ex-champion amateur of the Stanley, took a medal and received an immense ovation.

In spite of statements busily circulated to the contrary, there is no truth in the alleged rupture between G. L. Hillier and the committee of the London County Club. Hillier assured me of this last Saturday. This week it is rumored that Hillier may soon leave cycling life to enter the political arena. I shall not believe this latest item until its probability is confirmed by G. L. H. himself. If such an event should happen, it is likely Hillier's success in cycling would be equalled in the wider sphere of activity afforded by a parliamentary life, for his qualities, temperament and methods admirably fit him for such a career.

Mrs. Ormiston Chant, who abolished the promenade at the Empire Music Hall, and enjoyed a nine days' fame in our newspapers, has been interviewed by E. J. O'Rielly, of *Wheeling*. He describes her as from personal acquaintance I know her to be, a charming, amiable and handsome lady, full of enthusiasm blended with common sense. She is

### A Powerful Advocate of Cycling for Women,

riding a tricycle herself when able to snatch a little leisure. A thorough believer in rational dress, both on horseback and a wheel, Mrs. Chant discreetly refrained from uttering any condemnation of racing for women. "Surely," she remarked, "if a woman can train for such acrobatic performances as are given at the aquarium and elsewhere, she must be able to do almost anything. The best women are those who have some of man's nature, just as the best men have something of the women in them." Mrs. Chant is evidently a far-sighted lady.

Mr. Algy Bourke, says the *Gentlewoman*, is about to provide a happy hunting ground for the cycling woman in the Albert Hall, Battersea. It is intended to open an establishment similar to those in Paris, where riding can be learned, races held, practice indulged in, and afternoon tea enjoyed in comfort. The wonder is that we have had to wait so long for one of these "Maneges Velocipediques," as they are styled in the Gay City. Some Parisian schools boast as many as 6,000 members, although the fees run as high as \$5 per month. Cycling is spreading "upward" splendidly in London. The Duchess of Manchester, Lady Gerard, Lady Colebrooke, Lady Rosslyn, Lady Norreys, Lady Fairbairn, and Madame Von Andre, all ride wheels. Stephen Withers, of Goy's depot, has sold cycles to the following notabilities during this year: Lady Angela Clare Erskine, Baroness de Brien, the Hon. Mrs. Burke, Lord Kennedy, the Hon. G. Baring, Marquis of Carmarthen, Lord Granville Gordon, Lord Grantley, Lord Brabourne, Lord Guildford, Lady Morel MacKenzie, the Duchess of Sutherland, the Earl of Portarlington, Lady Florence Bourke, and several other society people.

This week the *Cycle* has changed its form, and appears in a shape little larger than that of its successful contemporary, *Cycling*. That the full newspaper size is not adapted to the requirements of cycling journals is pretty evident, for *Bicycling News* is about to revert to a smaller model. The new paper will resemble in shape Mr. Jerome's *To Day*, and will be published in London on Sundays, and throughout the provinces on Monday morning.

### A Full Account of the Stanley Show

will appear in the initial issue of the new series, which is due to be on sale at the show this afternoon—the editors taking down the copy of their staff to Coventry last night where a large force of compositors awaited them. The new journal, when next season arrives, will give the results of races held in all parts of the kingdom on Saturday, in its issue to be bought in London on the following morning. This unprecedented enterprise ought

to meet its due reward, as the cost of telegraphy will be a not inconsiderable item.

Henry Llewellyn Winter, prominent in cycling circles in London some thirteen years ago, was sentenced to six years' imprisonment this week, on an indictment of committing willful perjury. It seems that he procured a divorce from his wife in 1880, while continuing to live with her, by false affidavits. Winter is not unknown in America as a stage manager. He is a man of undoubted talent, having been successively successful as vocalist, actor, composer, musician, and *litterateur*. He founded the imperial C. C. and performed a notable tour in France in the early 80's.

The Stanley show opened its doors yesterday. Sir A. K. Rollit, M. P., supported by Mr. T. Lough, M. P., performed the inaugural ceremony, which was followed by an admirably served luncheon for the executive and press. Although in deplorable confusion in parts, the Stanley show is bigger than ever, the cycles exceeding 1,300 in number, and the exhibitors totaling up to 362. There was a very fair attendance, and Nick Kaufman gave a wonderful trick riding show in the evening. His safety tricks are astounding in their variety and cleverness. Kaufman keeps the Star, but did not use an ordinary last night. In my next letter I hope to describe some of the many interesting meetings which are on the programme for next week.

C. W. HARTUNG.

### Manager Hoyt, of the Cleveland Team.

When the great Cleveland manufacturing firm of H. A. Lozier & Co.



WILLIAM F. HOYT.

formed its racing team, prior to the Toledo meet, William F. Hoyt was unhesitatingly selected for its management. A good, conscientious traveling representative while in the employ of H. A. Lozier & Co., the firm naturally looked upon Hoyt as a likely man. Their trust was well placed. The Cleveland team, A. I. Brown, L. C. Johnson, and L. D. Cabanne, made one of the cleanest records of the season. W. F. Hoyt is a gentleman at all times and in all places, popular with all and one of the men whom we are always glad to claim as friend.

Hoyt is not without previous experience in caring for men on the circuit. During the season of '93 he took care of Lonnie Warren, when that sterling little rider was among the leaders. Hoyt and Warren are both handsome men in the eyes of the ladies and gained a host of friends. Early this season Hoyt cast about for something to do that would enable him to follow

the circuit, his work on the road being over. Purchasing all rights from H. A. Lozier & Co. for the bicycle chain fob, which that firm had been sending out as an advertisement, he had a quantity made up, which were disposed of for 50 cents each. With this novelty Hoyt readily covered expenses. He was at this work when Mr. Lozier signed him to manage the team.

### GARDINER AFTER UNPACED RECORDS.

LOUISVILLE, KY., Dec. 1.—The Morgan & Wright team, consisting of Manager John West, A. Gardiner, Joseph Skelton, and Herman Van Herik are in town. Gardiner is here principally to regain the unpaced record taken from him by Johnson, and also to try for all of the unpaced records, both with flying and standing starts. Skelton and Van Herik will try for the tandem records and may try for some singles. They are quartered at the track, and propose to remain there and await for a favorable change in the weather, which has been simply horrible for the past three days. During the 24 hours ending at 7 p. m. Saturday night, .94 of an inch of rain fell. As soon as it stopped raining the boys were out training in order to get into condition.

To set at rest any doubts as to the exact length of the Fountain Ferry track, the management, in connection with the contractor, had it surveyed last week. The gentlemen who went over it are the best engineers in the city, and hold positions for which they were compelled to stand a competitive examination before their appointments. They went over the track with a steel chain, handling it themselves, in order that there should be no chance for an error. After doing this, they furnished the following certificate:

LOUISVILLE, Nov. 30, 1894.

This is to certify that we, the undersigned, measured the Fountain Ferry track, and found it to be 1,760 feet on a line, 18 inches from the pole.

CHAS. V. MEHLER, *City Engineer*.  
EMIL MAHLO, *Park Engineer*.

In conversation with one of the engineers, he remarked that the distance around the track was a small fraction over the distance noted above but that the difference would only make a rider ride about 1½ inches over the mile in the three laps.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## PHENOMENAL RESULTS.

Editor "The Bearings:"—We are having phenomenal results from the "Fowler Truth," which is run in "The Bearings," in the way of getting a great number of applications for agencies from well-quoted firms in the hardware, carriage, and wagon business. We have never, in our business experience, had so great a number of applications for agencies, and especially of the quality we have been getting, which we trace directly to our advertisement in "The Bearings."

We never have any hesitancy in finding fault if we have occasion to, and are always just as ready to give credit where it is due.

Wishing you the success you deserve, and with kind regards, we remain,  
**HILL CYCLE MFG. CO.**  
Chicago, Nov. 27. Frank T. Fowler, Secretary.

## WRITING ADVERTISEMENTS.

We have had something to say in the matter of advertising—principally in the line of fault-finding—the past two weeks. We are now confronted with the much more difficult task of telling what to do, instead what not to do. We are not infallible, and there are doubtless many of our readers who, after perusing what we have to say, will decide that they know much more about the subject than we do—and probably they will be right. However, we have received so many words of commendation for what we have already said, that we are encouraged to believe that what we are writing will be read with interest by some, at least.

We shall not attempt to tell how to write startling or showy advertisements. This style of advertisements must be written by those who have the inborn knack for it. We might as well attempt to tell how to paint landscapes or write operas.

Advertising of the class we are discussing, viz., advertising in trade papers, can, we are glad to say, do very well without this style of display. A very large proportion of the readers of trade papers are men in the trade, men of intelligence, and men who read the advertisements for the information that can be gained from their study. It is almost needless to say that anything bordering on the flashy would be lost on this class of readers, as well as the ad that is not changed regularly. We will confine our talk, then, to the question of how to write what may be termed a "business ad"—one calculated to carry weight with the man who reads the advertisements for the sake of what is in them, and who is a possible customer. The Western Wheel Works and Indiana Bicycle Co. are good examples of this style of advertising.

In writing ads not only the most general, but the worst fault, is that of saying too much. In the first place consider what you wish to impress on the prospective buyer. Good material and careful workmanship, radical improvements, liberal terms, or big discounts, or a combination of some or all of these inducements—in short, whatever argument you would make by word of mouth, is suitable material from which to construct an ad. Do not, however, attempt to tell the whole story at one time. Remember that there are fifty-two weeks to the year, and that you will need to say something each week for a year. Having noted the salient points of your goods, take one or two of them—preferably one—and write it down fully. After that is done, see how much of what you have written can be cut out without detracting from the force of the statement you are making; see how many sentences can be made shorter and more direct. After you have done this, select, in what you have already written, a few words—sometimes one word is enough—and underscore it and your work is done. An intelligent printer will do the rest. You will be surprised at the merit of the ad when you see it in print.

This same plan should be followed week after week. If your list of ideas, arguments run out, use the list over again, but change the form of the ad, even if you can not change the idea. However, the same series of ads used in rotation, is far better than the same one used over and over again.

The use of testimonials is a very common mode of advertising. The occasional use of a testimonial is a good thing, provided the testimonial is a real testimonial to the merits of the goods, and not a mere flowery effusion.

Its value is increased if it is over the signature of some well-known and responsible person. As a rule testimonials are best used when set in small type and tucked away in one corner of the ad, where they may be studied by the more interested, but do not obtrude themselves on the casual reader.

One general rule may be given: Do not be afraid of spending too much time over your ads. It will not be time wasted. You might as well buy a factory and fill it with stock, and then say that it would be a waste of money to work the stock up, as to say that it would be a waste of time to spend it in writing ads after you have contracted for costly space.

Attempting to reduce to a few rules the art of writing a "business advertisement," we would say:

Treat of one topic at a time.

Boil down what you have to say.

Emphasize the leading idea.

Take time to do it well.

One of the firms who have consistently followed this idea, the Indiana Bicycle Co., write us that a well-known advertising expert gives his opinion of their advertising as follows—an opinion which they say the results justify:

"I have noticed your ads in THE BEARINGS for the year past, and must congratulate you on the style in which they are written and gotten up. They are far ahead of any other ads in your line from the *business getting stand point*"—"and that's what we're after," adds our correspondent. While we should not put this case so strongly as the advertising expert does, it certainly is one of the best examples of the "business advertisement" in any of the cycle journals.

## THE STANLEY SHOW.

**It is a Far More Practical Exhibition Than in Former Years—Tandems all the Rage—Many Improvements in Cycles.**

LONDON, Nov. 24.—The Stanley show was duly opened at 1 o'clock yesterday afternoon by Sir A. K. Rollitt, M. P., but I regret to say that the exhibition was very far from complete. So great, indeed, was the universal state of unreadiness apparent at the time when the doors were thrown open to the public, that only two or three stands were then in order. Many press men who had visited the Agricultural Hall in the morning were unable to commence work until the afternoon, and even then it was with great difficulty that the exhibits of the various stands could even be ascertained, much less criticised. Even this morning matters are not very advanced, and one or two of the larger firms are by no means prepared. The Coventry Machinists' Co., for instance, have not a single machine on their stand at the time of writing. While this comparative state of chaos reigns it is impossible to give more than a general idea of the show, but next week I shall hope to deal more fully with any novelties which I may come across and deem worthy of notice.

Perhaps one of the most remarkable features of this year's exhibition is the entire absence of front drivers. Yesterday morning I searched in vain for a single specimen of this type, though, of course, it is just possible that one or two may be forthcoming in a day or so. Still the absence is remarkable, and shows conclusively that the machine is dead so far as the trade in this country is concerned, and there can be no doubt that the Stanley show of 1894 marks the crowning victory of the rear-driving safety, which is practically the only type of cycle exhibited.

### The Prevailing Fashion is Large Tubes

and tangent or semi-tangent wheels, nearly all the best machines being of this class. Tubing of 1½-inch diameter is common, and one or two machines have tubes of 1¼-inch for the lower backbones. This size is, however, the exception, and appears to me to be carrying the matter to an absurdity, and gives the machines a very ungainly appearance. In several instances where very large tubing is employed, barrel hubs are used, as these look more in keeping with the rest of the machine.

The most noticeable improvement of the year is the increased size of the chain-wheels. Very few machines are fitted with the six and seven toothed wheels upon the hubs which we have had to put up with for so long. Eight, nine, and ten teeth are common, and many machines have even more. Dan Albone, for instance, shows his new Ivel which has fourteen teeth on the hub gear-wheel, and yet looks remarkably well.

Another general feature is the enormous number of tandem safeties exhibited as compared with last year. This fully bears out the prediction I have so often expressed that the tandem safety would become a really popular mount, as, indeed, it deserves to do. I should think that at least two-thirds of the exhibitors show one or more of these machines, not a few of which are specially designed for a lady to occupy the front seat. Double steering, coupled in the center of the machine and low down to clear the dress, is the usual type, but several tandems retain the old outside, or handle-bar coupling—a relic of the past which is in every way unworthy of 1894. I liked the Whitworth tandem for a lady and gentleman as well as any cycle of this class exhibited. In this machine the front diagonal is raked considerably more than the head and rear saddle pillar, the object being to place the front saddle further back.

### Most of the Tandems Designed for a Lady in Front

being too vertical. The saddle-pin clips round the diagonal, and is free to adjust throughout its entire length. The front part of the machine is extra strong. The lower front tube or backbone ascends from the crank-bracket to the bottom of the head and the upper one descends from the top of the steering-post to the lower part of the front diagonal, which it bisects some six inches above the front crank-bracket, and then continues on to the duplex parallel horizontal tubes running between the crank-brackets. At







## GOTHAM TRADE HAPPENINGS.

NEW YORK, Dec. 3.—The past season has been a most successful one for McKee & Harrington, makers of the Lyndhurst, a wheel which attracts more attention at first sight than the average machine, owing to the dazzling appearance of its full nickled outline. The mere fact that Paul Grosch, on a Lyndhurst, was able to cover a quarter mile in :20½, speaks volumes in favor of the superb bearings and general exactness of the Lyndhurst's construction. The '95 model will be a work of art.

The United States Tire Co., 33 Barclay Street, have jumped into the front ranks of the cycle trade in one bound. Tom Roe has made one or two short trips on the road, each one terminating in an entirely satisfactory manner, judging from the smile which brightens the usually solemn face of Tom nowadays. Those who know Tom Roe realize how much success it takes to break his sobriety of countenance—a small thing like a bequest of a few hundred thousand dollars not even phazing him. A neat catalogue has been published by the United States Tire Co., explaining, in a few well chosen words, the entire simple principle of their tire, which may well lay claim to be, being a marvel in the mechanically fastened line of tires.

Hulbert Bros. & Co. have completed their 1895 line of Majestics, which are to list at \$75. The best material obtainable alone is used in the construction of the Majestics, wood rims being used on all the wheels, although steel ones can be placed on if ordered. Several pounds have been taken off the weight of the 1894 wheels, yet the improvements that have been made have strengthened the machine materially. At \$75 the Majestic will prove a ready and entirely satisfactory seller.

Things never before looked so rosy for the eastern branch of the Western Wheel Works, located at 35 Barclay Street, as is the case right now. In stepping into the vacancy caused by E. J. Day as manager, Theodore F. Merseles, Mr. Day's former assistant, will surely prove himself an able substitute. Details of the '95 Crescent are impossible to give at this date, but Mr. Merseles says they will be absolutely perfect in construction. The prices will remain the same as in '94, \$90, \$75, \$50, and \$40.

Porter & Gilmour, makers of the Essex, a popular local wheel, and New York agents for the Phoenix line, have decided to locate their downtown store at 16 Warren Street, thereby making a valuable addition to Cycle Row. The P. & G. Special will be a marvel of perfection in appearance and the price will be a popular one. The up-town store, at 1773 Broadway will be retained.

During the grand bicycle tournament at Madison Square Garden, the manner in which the New York tires withstood the test is deserving of more than a passing comment. In the 24-hour race, the second, third, fourth, and fifth men at the finish rode New Yorks. Other contestants, possibly faster men, were compelled to retire, or fall away back in the ruck owing to the ill-behavior of their tires.

Gannon & Son, 302-4 West Thirteenth Street, will carry full lines of the Western Wheel Works machines, Liberties, and Queen City bicycles, in 1895. Extensive alterations are now in course of execution, which will, when completed, make theirs one of the most convenient stores in the city. Gannon & Son, were formerly Albert & Gannont.

The \$75 and \$60 machines, being shown at the local office of the Crawford Mfg. Co., 72 Reade Street, are bound to call forth expressions of approval from every one who views them. The \$60 machine will not weigh less than twenty-eight pounds, the higher priced one being some four pounds lighter.

The 1895 A. A. Raleigh has many improvements connected with it over former years, the most noticeable of which are a two-inch higher frame; the detachable rear forks, a screw and nut holding them at the point where that part of the machine comes in contact with the rest of the frame. Then the tread is 5½ inches in width; the spokes in both front and rear wheels are true tangent; the weight is 20½ pounds; price \$100. A new chain adjustment which seems to simplify things wonderfully, wood rims and an adjustable attachment connecting the handlebar and head of the machinery, locking same firmly. The model is certainly perfect, and bids fair to discredit the recent rumor that the Raleigh Cycle Co. did not intend to continue business in America in 1895.

At the recent horse sale in Madison Square Garden, the Wayne Sulkyette & Road Cart Co., of Decatur, Ill., exhibited a "bikette" which attracted more than the usual amount of attention. It was a skeleton work of a light wagon, made of hickory and wrought steel. The wheels used were of the Weston order, fitted with M. & W. tires. The entire outfit weighed just fifty-two pounds, and was a perfect piece of work. This company also manufacture bicycle sulkies, road carts, jogging carts, sulkyettes, and Shetland ponyettes.

But of all the up-to-date ideas sprung on an unsuspecting public of late, it took Charley Schwalbach, the manager of Gormully & Jeffery's Brooklyn store, to clap the climax. Last Thursday, Thanksgiving Day, a rig was propelled across Brooklyn Bridge that astonished the natives. It was a three wheeled hansom cab-cycle. Seated in front, and in the rear

seat, a la hansom driver, were two negroes, resplendant in dark green and brass buttons. The vehicle was propelled by these gallus attendants, much after the fashion of a tricycle of the old school. Schwalbach had the thing built to his order, and it surely created a furor of comment. Over twenty miles were ridden with the outfit before it was returned to its stable. G. & J. wheels are used, and as many G. & J. carts as is practicable. At the top of the box part of the machine was a sign on which it read, "G. & J. Ramblers." It takes Charlie Schwalbach to think up clever schemes to attract the attention of the public, but this was the greatest yet.

Edwin Oliver, formerly connected with Roger B. McMullen & Co., and probably one of the best known men in the cycle trade, will open an office in this city, at 21 Park Row, this week. It will be Edwin Oliver & Co., and a high grade of machines known by Mr. Oliver's old nom de plume, "Verax," will be carried. The wheels will be made by the Elmore Mfg. Co., Clyde, Ohio, and Mr. Oliver promises a genuine sensation in perfect construction when they arrive.

The New York branch of the Yost Mfg. Co., with their golden-cranked Falcons, was established this week at 1 Park Row, under the management of James H. Robley. The location is an excellent one, and with Mr. Robley's exclusive style of display, a grand exhibit of gold, etc., may be looked for before a week has passed. The machines certainly are beauties, and readily catch the eye, and create comment among passers-by.

Charley Murphy was figuring with a prominent maker last week during the Garden races, whose wheel, the chances, are "Charl" will ride in '95. When E. C. Stearns & Co. lose Charley Murphy, they lose one of the speediest men on the American track today—one who will go even faster next year than ever before.

There is a rumor prevalent—and one which may be taken as true—to the effect that the American Ormonde Cycle Co. will be reorganized shortly, with ample capital to carry on an extensive business in the jobbing line. The reorganization will occur soon, and then look out for the biggest concern of the kind ever yet sprung on the American public. Those connected with the scheme will be prominent members of various large cycle concerns.

## ENGLISH TRADE NOTES.

LONDON, Nov. 24.—Mr. C. H. Larrette, in this week's *Athletic News*, goes very strongly for the Beeston Tire Co., and shows pretty clearly that the state of things so far as the company's prospects are concerned, is not nearly so rosy as the report just published would lead one to believe. I certainly agree with him that a profit of some \$470 is hardly sufficient on the large capital of the company. How in the world the directors could have said that things were really in a prosperous condition, I don't know.

I hear that Mr. Cripps, who has just retired from the firm of Humber, Cripps, & Goddard, the makers of the well-known Nelson cycles, is starting business on his own account; and will in future manufacture cycles to be called the Cripps, and

New Crippers. This is news to me, as I understood that Mr. Cripps intended to go out of the trade altogether. The new machines will be exhibited at the National show.

A startling announcement of the discovery of a new material for pneumatic tires has been going the round of the dailies this week. The fabric, the nature of which is, of course, as yet a profound secret, is said to be the invention of Mr. Doig, who, it will be remembered, tried to bring out the "Doig pneumatic hub" last year. As the new tire is said to be superior to all the accidents which are at present likely to occur to ordinary pneumatics, I am rather doubtful of its success, for it strikes me that we have heard that tale before, "many a time."

I hear that there is a split in the ranks of the Stanley C. C., and that one or two of the more prominent members have resigned. Whether or not this has anything to do with the show arrangements, or is only a club matter, I do not know, but it is extremely probable that the publication of the rumor will affect the future policy of the National people, and that from this little cause the happy day when there shall be but one show may be indefinitely postponed.

Whatever may be the ultimate result of the rational dress movement, the trade in dropped framed safeties is not likely to be jeopardized by it, for but few ladies in this country have shown any inclination to take to the ordinary high-framed safety. The fact is, no girl looks well when hopping along in an endeavor to mount a bicycle from the rear. Therefore the dropped-frame pattern will live, and will always be sought after by lady riders who value their appearance—and what woman does not?

The correspondence anent large chain wheels versus the smaller ones, which have until lately been in use, is still raging, and a good many people who should know better have only succeeded in demonstrating their ignorance of the real matter at issue. Nobody who has studied the question maintains that the large wheels develop more power, *per se*, but seeing that they do undoubtedly reduce the strain on the chain, and consequently the friction, which is always independent of surface, it follows that this same

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**  
**OUR 52 TIRE WEIGHS 1½ POUNDS.**  
GUARANTEED FOR THE ROAD.  
THEY ARE WINNING SOME.  
HAVE YOU NOTICED IT?  
**MORGAN & WRIGHT**  
CHICAGO



reduction will allow the power, which would otherwise be thrown away, to be usefully expended in the propulsion of the machine. Among the foremost to recognize this, is Dan Albone, of Biggleswade, who is bringing out a new Ivel safety, which has fourteen teeth on the hub, and fifteen on the crank-axle chain-wheel, and yet is geared to sixty inches. The solution of this apparently inexplicable problem is simply that the front gear-wheel is of the same size as a wheel of thirty teeth, but that every other tooth is cut away, as the bend of the chain over such a large wheel easily allows of this being done without affecting the running of the machine. I have been on the experimental machine, and found it to travel remarkably smoothly. I should not be at all surprised if large gear wheels become popular, and there is every likelihood of their doing so, to find Albone's method copied very considerably.

Notwithstanding the rumor which was freely circulated some few weeks ago, to the effect that an amalgamation had taken place between the Raleigh Cycle Co. and Messrs. Humber & Co.—a rumor which was, for a long time uncontradicted, and, consequently, was generally accepted as correct, both firms now deny that there is any foundation for it. Yet very friendly relations exist between the two houses, and I should not be at all surprised if subsequent events do not fully justify the conclusion which was arrived at some time ago by those who should be in a position to know.

As usual the trade is not nearly ready for the shows, and I know for a fact that several of the best houses have only just commenced to manufacture their machines for the National Exhibition this week, or when the Stanley show is in full swing. How or why this should be I am at a loss to imagine, although certain recent trade changes may possibly have something to do with it. Personally, I cannot see why show machines should not be finished at least a fortnight before the opening of the exhibition, for which they are intended.

The return of the cycle export trade up to the end of October, shows an increase of \$759,265 over that for the corresponding period of last year, and the total is \$362,075 over the trade for the whole of 1893. Therefore it would seem that the year has not been so bad after all. And yet many Coventry factories have been working short time for months.

WILL O' THE WISP.

### PROVIDENCE TIRE CO. IN DIFFICULTIES.

PROVIDENCE, R. I., Dec. 1.—The Providence Tire Co., makers of the double inner tube tire, are said to be financially embarrassed. Two attachments, amounting to \$4,500, have been placed on the company's effects, and all business has been stopped to await the action of the stockholders. Edward A. Godding, treasurer of the company, is suing for \$4,000 in settlement of a balance, which he claims due him for salary and expenses, amounting to \$2,595.04. The suit for \$500 is brought by the Davol Rubber Co., for a book account amounting to \$390.

During the past season the company has worked against great odds. Paying a large sum at the start for its patent, it commenced business with about \$6,000 working capital. This was soon used in advertising, salaries, and replacing a great majority of their outer covers, which were defective, and in this way the season's profits were turned into a heavy loss.

Mr. Godding is endeavoring to compromise, but unless the present stockholders agree to purchase additional stock to the amount of \$6,000, the company's affairs will be closed up, it is alleged.

### THE BUCKEYE TIRE.

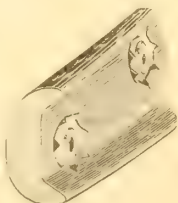
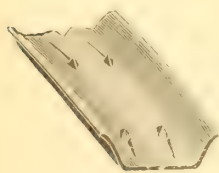
The Gendron Iron Wheel Co., of Toledo, Ohio, have had their Buckeye tire on the market for the past two seasons, and the way it has stood the test speaks volumes for it. Its chief point of superiority is an endless inner tube evenly pressing against the outer cover, rendering impossible the development of internal leaks. It is mechanically fastened, and not dependent on inflation for holding it to the rim. The description of the tire given in the Gendron company's pamphlet is as follows:

The air tube is endless, and is completely encircled by the outer cover, thus making it impossible for the inner tube to burst or spring a leak, because it is evenly pressing against a smooth circular wall. This secures perfect freedom from internal leaks, which is the chief source of annoyance in all tires having butt end tubes, or tubes which are not completely encircled by the outer cover; also in tires depending upon a high degree of inflation for holding them on the rim. There is also a bridge strip across the seam at the base of the outer cover.

The outer cover is open at its base, and laced all around, but in sections, so that when punctured only one section need be unlaced. The tire not having internal leaks, never need be unlaced except in case of puncture, and there is not one puncture in a hundred that can not be located from without. The lacing holes through the base and the side grooves enditching the cord are vulcanized in the mold.

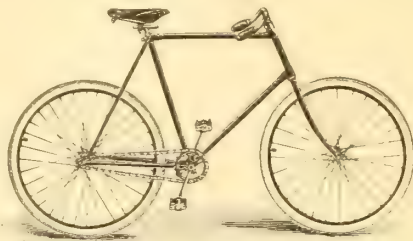
The rim is light, but its shape gives it great strength. There is a double row of rasp-shaped teeth all around the base of the steel rim, which prevents creeping of the tire. With wood rims steel-teethed washers are used under the nipple heads. The manner in which the tire is laced causes it, when inflated, to contract and force its base against the teeth of the rim.

The accompanying cuts show the rim and how the tire is prevented from creeping.



### THE PIERCE LINE.

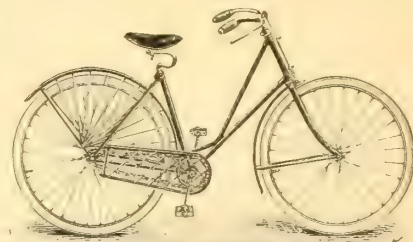
George N. Pierce & Co., of Buffalo, are making preparations for a large year. Their leader will be called the Pierce, but the well-known Queen City line will be on the market as usual. The whole line has been remodeled, and the best materials used throughout.



Model 1.

Large tubing, special lower horizontal frame tubes, tapering from  $\frac{7}{8}$  inch at the crank shaft bracket, to  $\frac{1}{4}$  inch at the end, and an exceedingly stiff frame and reinforcements, are among the leading features.

With a narrow tread, small hubs, turned from special bar steel, an original crank shaft bracket, and double butted, cold swaged spokes, tied at the intersection, the Pierce line for '95 ought to be a winner. The twenty-six-inch wheel for ladies' is particularly handsome. The hubs on the twenty-six and twenty-four-inch wheels are the same as used in the regular machines. The bearings are worthy of more than passing notice. The separate bearing shell is inserted in the hub, both shell and cone being turned from a perfectly tempered bar. Both sprockets are detachable, the front one being attached so that it can be removed without taking the pedals off.



Model 7.

Another feature is the special head adjustment and handle-bar clamp. Four coats of enamel are put on each machine. The purchaser has his choice of M. & W., New York, Hartford Rubber Works, Wizard, G. & J., Dunlop, and Palmer tires, and Sager or Shamp's saddles.

Pierce & Co. have been making bicycles for five years, and have been identified with manufacturing in their present location for thirty years. They are located in a five story factory, at 10 to 22 Hanover Street. They have an exceptionally complete enameling plant, heated by both natural gas and steam. They also have a large and thoroughly equipped nickel plating plant. Their business policy is: "Sell direct to the dealer, to whom we guarantee protection as to exclusive sale, price, etc."

### THE NEW VICTOR.

The Chicago branch of the Overman Wheel Co. received an 1895 Victor last week, and Manager Overman has been busy ever since explaining the many fine points of the new machine. The '95 wheel is certainly a beauty. The lines are handsome and the finish can not be surpassed. The wheel on exhibition in Chicago weighs twenty-four pounds and is designed for road work. The most noticeable improvement is the crank shaft, which is extra large. It is easily detachable, and can be taken to pieces with the fingers. Another novel feature is the rear hub and sprocket, which are made of one piece.

### STANDS A GREAT DEAL.

The accompanying cut shows what a twenty-four pound Eclipse will stand. There are sixteen men standing on a plank which rests on the top



of the wheel. The total weight of the sixteen men is 2,448 pounds. The Eclipse company are very proud of this record, which will stand some time before it is eclipsed. They have recently opened a Canadian branch in Hamilton, with J. W. Bowman in charge.



## THE STATE DEPARTMENT ON BICYCLES.

WASHINGTON, D. C., Dec. 1.—In the matter of the protest of F. B. Vandegrift & Co., against the decision of the collector of customs at New York as to the rate and amount of duties chargeable on certain puncture-proof tires, imported by them November 27, 1893, the general appraisers of the treasury department have just now rendered a decision. The opinion is in the language of Appraiser Sharretts, and is as follows: "The articles covered by the protest are known as puncture-proof rubber tires for bicycles. These tires consist of cotton cloth, in the form of tubing heavily coated with india rubber, and stuffed with raw cotton. The question at issue is which of the materials, india rubber or cotton, is of the greater value. The board had an analysis made of a sample tire, and finds that the rubber largely exceeds in value the cotton entering into the fabrication thereof. The claim of the appellants that these articles are dutiable at 30 per cent ad valorem, under paragraph 460, is sustained, and the collector's decision is reversed.

"By a recent arrangement in the state department the consuls-general in Canada, in Mexico, and in the various countries of Europe, transmit to the department, as soon as possible after the end of each quarter, beginning with the June quarter, 1894, consolidated statements, showing the exports to the United States, declared in their respective districts, and in the consular districts subordinate to them. The following are the declared exports of cycles from the United Kingdom during the June quarter, the latest period for which these statistics have been compiled: From Birmingham, \$32,447.53; from Nottingham, \$14,914.15, making a total of \$47,361.68.

"Gerhard Gade, our American consul stationed at Christiania, reports to the state department that some modifications of the Norwegian tariff were made in the last session of the Storting. Among other important changes the duty on bicycles was increased from 3 to 20 kroner, which equals \$5.36 of our currency."

### Talking Up The Phillips.

R. K. McLellan, representing the Phillips Wheel Co., of Rochester, N. Y., is in Chicago this week, showing samples of the '95 machines. The Phillips is propelled by means of two radius beams, attached one on either side to the rear of the frame. From the forward ends of the beams, arms extend downward, to which the pedals are attached. At the angle formed by the radius-beams and the pedal arms, driving-rods are attached, which connect with the cranks. The cranks are placed, as in an ordinary bicycle, diametrically opposite to each other. The effective power exerted upon the cranks is applied and distributed to the greatest advantage by the arrangement of the parts described, in that at the beginning of the down stroke the pedal occupies a position in advance of the crank-pin, and power is transmitted to the latter through the driving-rod from a point in the rear of the pedal, hence greater leverage is exerted at the beginning of the stroke than if the pedal were attached directly to the crank. As the crank-pin advances the angle between the driving-rod and radius-beam is increased and a toggle action is developed, which latter increases in power until the crank-pin reaches its most forward position, and stands in substantially a horizontal plane. From this point the driving-rod gradually approaches the pedal, and a perpendicular thrust is developed upon the crank-pin, the power diminishing as the crank-arm and driving-rod come into line, but before this occurs the opposite pedal has reached a point where it exerts effective power. Thus it will be seen that the dead centers present in the machine of the rotary type are done away with, and that effective power is constantly being applied throughout the entire revolution of the cranks. In the rotary machine effective power can not be applied through more than two-thirds of the crank's revolution.

The new models will list from \$125 to \$140, and will weigh from twenty-six pounds up.

## "THAT CLAMP DOES IT."

It is not an easy thing to hit upon a "catchy" phrase that will attract attention, but the United States Tire Co. seem to have hit the nail on the head the first crack when they picked out the phrase: "That clamp does it." The United States tire has been on the market but a short time, but its future is bright, indeed. From a little pamphlet issued by the company we learn the following:

"A band (light metal) in four sections surrounds the inside of the rim. The bead on each side of tire shoe is placed in the rim under the band. This band is then clamped to the rim by means of wedge-shaped bolts and thumb screws, which securely holds the tire in position. There is no complication, or technical difficulty to overcome. It is so simple in construction that any inexperienced person can manipulate it. The inner tube can be extracted by simply turning the thumb screw, thus releasing the shoe. It can not blow off the rim. It can not leave the rim even when deflated. It can not creep or roll. It can not get loose on the rim. The sectional band takes up the slack. The wheel need not be removed from the frame when a repair is necessary. The inner tube rests upon the band, on top of rim. It is therefore obvious that the full measure of resilience is obtained. To detach: Deflate the inner tube. Unscrew bolts, and press upwards so as to raise band, and release shoe. Draw one side of shoe from under band, and withdraw inner tube. To fasten: Replace inner tube. Press bolts upwards, so as to raise band. Replace bead of shoe under band, care being taken to have bead under the band all around. Screw bolts loosely—say half way. Partly inflate tire. Screw bolts tight, and complete inflation.

### Have Changed Their Name.

EDITOR BEARINGS:—Owing to the demand for Envoy and Fleetwing bicycles—having made that branch of our business of more importance than tricycles—we have thought best for the interest of all concerned to change the name of the Buffalo Tricycle Co. to that of Buffalo Cycle Co. The change in name of our company should in no wise be confused with that of the Buffalo Cycle Works, who some two or three years ago manufactured a bicycle called the Buffalo. Under the name of Buffalo Cycle Co., we will continue to manufacture bicycles and tricycles as heretofore. The trademark adopted by us, will therefore be recognized wherever seen as being synonymous with good material and honest construction in whatever we may build and place upon the market.

Yours truly, BUFFALO CYCLE CO.,  
Atherton & Funnell, Proprietors, nee Buffalo Tricycle Co.

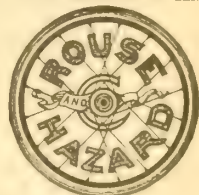
### Send in Your Guesses.

The James Cycle Importing Co. have commenced to manufacture 500 high-grade wheels for 1895, and have decided to name the wheel after a prominent statesman in either America, France, England, or Germany. Manager Bridger announces that the firm will give \$20 to the one who can guess the name. Only one guess will be allowed. Should more than one be successful the amount will be divided equally. All answers must reach the James company, at 103 Adams Street, Chicago, Ill., before December 14. The result will be published December 21. Be sure and mention THE BEARINGS when sending in your guess.

There is a good joke told on the foreman in the lamp department of one of the large bicycle factories in Chicago. He is a Swede and his ability to "speaka United Statesa" and understand it is very limited. Not long ago he received 100 empty pint cans with orders to fill half of them with illuminating and half with lubricating oil. He immediately went to work and carefully mixing an equal bulk of both the oils filled the cans with the compound. When they were received in the sundry department it was noticed that they bore no labels. The Swede was at once sent for and asked why he had omitted to put them on. He replied that "he didn't guess he had none for dose, because dey had both kinds in dem."

When John S. Johnson rode two miles, flying start, in 3:54<sup>3</sup>/<sub>8</sub> he rode a Stearns, fitted with Morgan & Wright tires.

## CUSHION and SOLID TIRES at One-Half Manufacturers' Prices.



Discounts from these figures.  
A Snap for Dealers and Repairers.

### CUSHION TIRES.

	Former Price.	Our Price.
24 x 1 inch	\$3.50	\$1.75
26 x 1 inch	4.00	2.00
28 x 1 inch	5.00	2.50
26 x 1 1-8 inches	6.00	3.00
26 x 1 1-4 inches	6.00	3.00
28 x 1 1-4 inches	6.50	4.00
30 x 1 1-4 inches	7.00	4.25
32 x 1 1-4 inches	7.50	4.50
28 x 1 1-2 inches	7.50	4.75
30 x 1 1-2 inches	8.00	5.00

Having purchased the carried-over stock of several factories we quote the above prices as long as the goods last.

### SOLID TIRES.

	Former Price.	Our Price.
16 x 5-8 inch	\$.85	\$.50
24 x 5-8 inch	1.75	.90
28 x 5-8 inch	2.25	1.10
28 x 3-4 inch	2.50	1.25
28 x 3-4 inch	3.00	1.50
30 x 3-4 inch	3.25	1.65
28 x 7-8 inch	3.25	1.75
30 x 7-8 inch	3.50	2.00
48 x 7-8 inch	4.50	2.25
56 x 7-8 inch	5.50	2.75
50 x 1 inch	6.00	3.00
54 x 1 inch	6.50	3.25
56 x 1 inch	6.75	3.50

**ROUSE, HAZARD & CO., 142 G St., Peoria, Ill.**

Mention The Bearings

Get our Discounts and Catalogue Free.

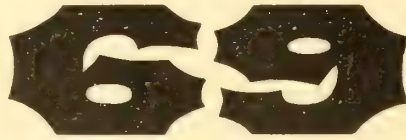


The Keating Roadster for '95.



**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**



# WORLD'S RECORDS.

**ALL ON MORGAN & WRIGHT TIRES.**

J. S. Johnson on a Stearns fitted with M. & W. Tires.

1—1-3 mile standing start	:39
2—1-2 mile	:55 1-5
3—2-3 mile	1:16 1-5
4—3-4 mile	1:25 1-5
5—1 mile	1:52 1-5
6—2 miles	4:01
7—2 1-2 miles	5:09 1-5
8—3 miles	6:09
9—3 1-2 miles	7:11 2-5
10—4 miles	8:15
11—4 1-2 miles	9:19 3-5
12—5 miles	10:22
13—1-3 mile flying start unpaced	:38 3-5
14—1-4 mile	:23
15—1-3 mile	:32 2-5
16—1-2 mile	:51 2-5
17—2-3 mile	1:11 4-5
18—3-4 mile	1:21
19—1 mile	1:47 3-5
20—1 1-4 miles	2:25 2-5
21—1 1-3 miles	2:34 4-5
22—1 1-2 miles	2:53 4-5
23—1 2-3 miles	3:13 2-5
24—1 3-4 miles	3: 3 2-5
25—2 miles	3:54 4-5
26—1-4 mile straightaway	:21 2-5
27—1-2 mile	:46 4-5
28—3-4 mile	1:11 4-5
29—1 mile	1:35 2-5
30—1-4 mile unpaced	:27 4-5
31—1-2 mile	:55 3-5

H. C. Tyler on a Union fitted with M. & W. Tires.

32—1-2 mile flying start unpaced	:54 1-5
33—3-4 mile	1:32 2-5
34—1-4 mile standing start unpaced	:26 2-5
35—1-2 mile	:56 4-5
36—1 1-4 miles standing start	2:30 1-5
37—1 1-3 miles	2:40 3-5
38—1 1-2 miles	3:00 2-5
39—1 2-3 miles	3:22 1-5

40—1 3-4 miles " 3:32 2-5

41—1 mile four lap track 2:03 1-5

H. Davidson, Class "A," on a Brantford fitted with M. & W. Tires.

42—1-4 mile standing start :30

43—1-3 mile :40

44—1-2 mile :58

45—1-4 mile standing start unpaced :28 1-5

46—1-4 mile flying start :24 1-5

47—1-2 mile :52 4-5

Nat Butler, Class "A," on a Lovell Diamond fitted with M. & W. Tires.

48—1 1-4 miles flying start 2:36

49—1 1-3 miles 2:45 2-5

50—1 1-2 miles 3:05 2-5

51—1 2-3 miles 3:26 2-5

52—1 3-4 miles 3:36 4-5

53—2 miles 4:07 2-5

E. E. Anderson, Class "A," on a Stearns fitted with M. & W. Tires.

54—1-4 mile flying start unpaced :26 4-5

Gardner and Bainbridge on a Union Tandem fitted with M. & W. Tires.

55—3 4 mile flying start 1:23 1-5

O'Connor and Rhodes on a Stearns Tandem fitted with M. & W. Tires.

56—1-2 mile standing start unpaced :55

Kennedy, Murphy, and Saunders on a Stearns Triplet fitted with M. & W. Tires.

57—1-4 mile standing start :30 1-5

58—1-3 mile :40

59—1-2 mile :1:00

60—2-3 mile 1:20 1-2

61—3-4 mile 1:31

62—1 mile 2:01

Kennedy, O'Connor, Seavey, and Rhodes on a Stearns

Quadruplet fitted with M. & W. Tires.

63—1-4 mile standing start :25 1-5

64—1-3 mile :35

W. DeCardy on a Syracuse fitted with M. & W. Tires.

65—10 miles on the road 24:13 1-2

66—15 miles 37:38

67—20 miles 50:38

68—25 miles 1:03:52 1-2

Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

69—15 miles on the road in competition 41:25 1-2

**MORGAN & WRIGHT,**

**CHICAGO.**

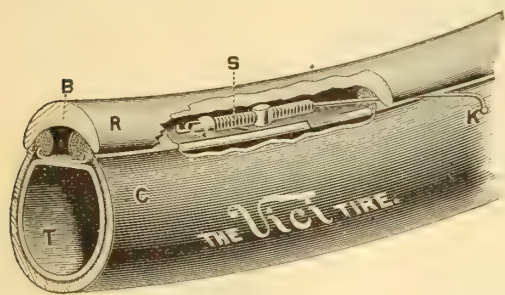
**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**



## THE VICI TIRE.

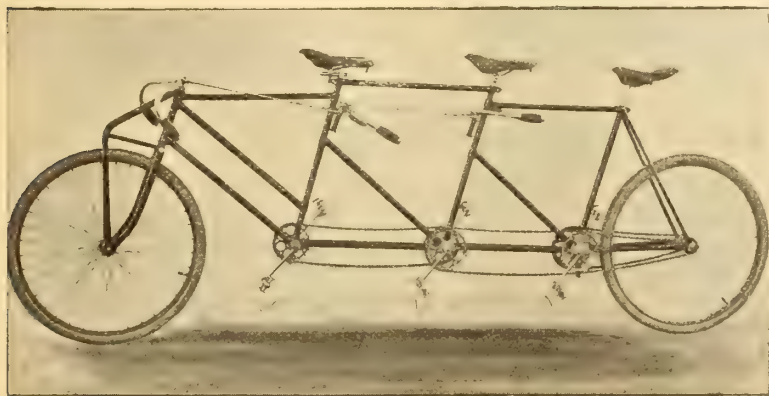
The Vici tire, made by the Boston Woven Hose Rubber Co., is being heard from these days, and, thanks to the advertising given it by C. E. Weaver, manager of the tire department, it is rapidly gaining a great name for itself. It is a locking tire, consisting of an outer cover, an endless air-tube, and a clamping band which secures the cover to the rim. The locking device is something new, as will be seen by the following description: The Band B (see illustration) is made with folded and turned edges, which engage the hook-shaped beads on the cover about one-eighth of an inch



below the edge of the rim. The band extends entirely around the wheel, forming a level, smooth seat for the air-tube; its ends overlap each other, and are connected together by the screw device "S," operated by the key "K" shown in cut. Turning key "K" to right tightens the band. Turning to the left loosens it. When the tire is all on, key "K" is pushed under cover, concealing all but the rounded end of key "K" and leaving the tire so securely fastened to the rim that it can not creep or be pulled off the rim even when deflated. Pulling key "K" out, and turning it to the left a few times, loosens the band so that the cover may be removed altogether, or a portion of the air-tube exposed for repairs. The band is made of very thin, cold-rolled steel. Wooden, steel, or aluminum rims may be used, and no special form is necessary. The inner tube lays on a smooth metal band, so can not come in contact with spoke-heads in rim. The inner tube is endless, so can not burst out its end as butt-end tubes do. It requires no extra hole in the rim. The valve hole is only 3-16 inch square, so the rim is not weakened. It is made of best material throughout, is light, durable, and resilient. For century riding it has no equal, for it is speedy, and, if it should be punctured, can be mended so rapidly that the rider can still "be in it." The Vici valve is one of the smallest made. It has a square body, which fits in a square hole in the rim, so it can not be turned or twisted out of the valve stem. It has a washer on the under side, so that it can not be pulled out of the rubber stem when being pumped up. It has no rubber washer in the body of the valve to get out of order and clog up the hole. It has a perfect check, and has a cap with a swivelled washer seated in metal that can not come out, so that when tightened there is no twisting face to grind up rubber.

## THE ORIENT TRIPLET.

The accompanying cut represents the Orient triplet, made by the Waltham Mfg. Co., of Waltham, Mass., builders of Orient bicycles. The machine has a wheel base of seven feet three inches and weighs, when fitted for track use fifty-seven pounds. The roadster weighs sixty pounds. It is fitted with the Orient steering device and adjustable handle-bars, a gear of seventy-six inches for the road and eighty-six for track. The novel form of front fork does away with the vibration, so noticeable on this class of machine,



without increasing the weight to any great extent and also makes a fork of immense strength. The rear wheel drives from both sides of the hub, thus obviating any tendency to bind at the bearings. The actual tread measures five inches. The wheels are precisely the same as used on Orient bicycles. The bearings in the wheels and crank brackets are fitted with 7-16-inch balls. The machine throughout is extremely rigid and makes an ideal pacing machine—Porter having made many of his records behind it with tandem assistance. It may be noted that the weight—fifty-seven pounds—would have been considered very reasonable for one of the early safeties or '88 high wheels.

Ross E. Miller, who holds all Kansas road records up to 100 miles, has gone into the bicycle business on an extensive scale in Wichita, Kas. He will handle the Syracuse and Rugby lines exclusively. He will have a complete repair shop, and conduct a general bicycle business.

## MORE ABOUT '95 WHEELS.

WARWICK CYCLE MFG. CO.—Our policy for the season of 1895 is in accord with the prevailing demand for lower prices. The entire product of the Warwick factory is high grade in every particular, and we give absolute assurance that this high standard of quality will be rigidly maintained in every future model. In consequence of the largely increased demand for Warwick cycles, and the resulting decreased expense of marketing the same, we deem it only just and in accord with good business policy to give the public the advantage of lower prices. Our 1895 models are of entirely new design, and the prices announced here apply exclusively to these models, and will go into effect January 1, 1895, at which time wheels will be ready for delivery. Our 1894 product has been all disposed of, and we have no wheels to offer at the new prices until the latest models shall be ready for the market. We give a brief outline of models, weights, and prices: Model 21, roadster, high frame, twenty-eight-inch wheels, twenty pounds, \$100; Model 22, ladies', drop frame, twenty-eight-inch wheels, twenty-three pounds, \$100; Model 23, roadster, low frame, twenty-eight-inch wheels, twenty pounds, \$100; Model 24, ladies', diamond frame, twenty-eight-inch wheels, twenty pounds, \$100; Model 25, roadster, twenty-eight-inch wheels, twenty-five pounds, \$80; Model 26, ladies', drop frame, twenty-eight-inch wheels, twenty-seven pounds, \$80; Model 27, racer, twenty-six or twenty-eight-inch wheels, seventeen pounds, \$125.

WILSON-MYERS CO.—The 1895 Liberty, Model 17, weighs twenty-two pounds. The machine has a 23½ inch perch tube as shown in cut; we also build them with a 25½ inch perch, 5¼ inch tread and 42½ inch wheel base. Our other machines are the Bogie Man, with a 4¾ inch tread, weighing 17¾ pounds, and the ladies' Liberty, weighing twenty-five pounds. Some time ago we realized that a demand existed for a front sprocket that could



be removed from the axle without first detaching the crank. A number of devices have been offered us which accomplished this result, but they were of a more or less complicated character. Our new sprocket is wholly original with us and consists simply of a drop forged sprocket wheel and one binding bolt. The instant the bolt is removed, which consumes but a few seconds' time, the sprocket is passed over the shaft and crank in the manner illustrated. We have been testing this device for the past five months, and under the most adverse circumstances, and all our tests have been favorable to the new attachment. We use a regulation length of chain for a machine with a minimum gear, and for every point higher in gearing, lengthen the chain by the introduction of a detachable link; thus a change of gearing can be made by anyone with the use only of a wrench, no filing or riveting being necessary to decrease the length of the chain.

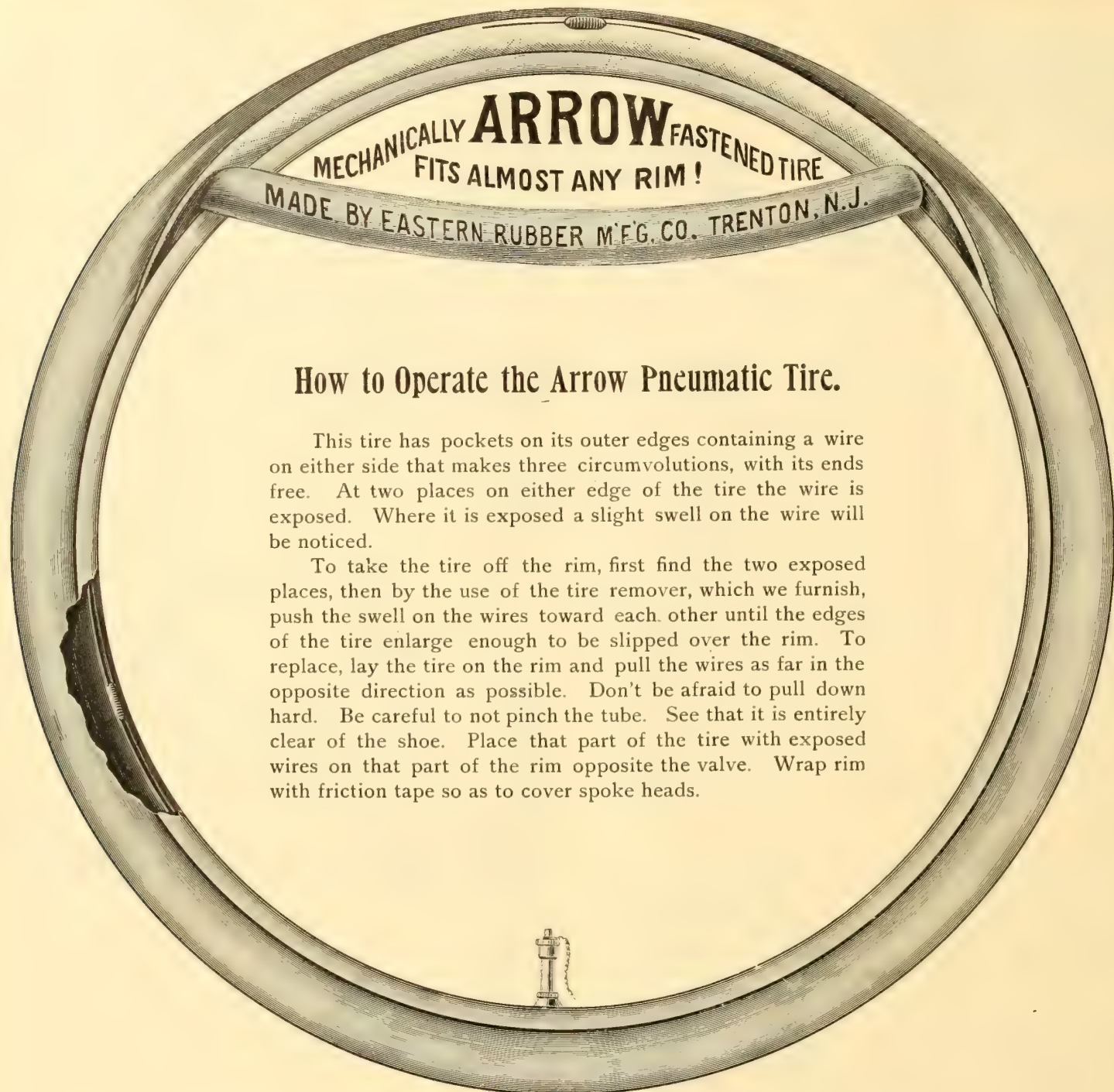
JULIUS ANDRAE.—We beg to submit to your notice the following announcement in regard to our '95 line of models: Light roadster safety, fitted regular with 1½-inch M. & W. tires and wood rims, weight complete twenty-four pounds, price, \$100; Andrae road racer, fitted with 1½-inch M. & W. tires, wood rims, weight complete 21½ pounds, price, \$100; Lady Andrae, fitted with 1½-inch M. & W. tires and wood rims, weight complete twenty-two pounds, price, \$100; the Andrae racer, fitted with 1½-inch M. & W. tires and wood rims, weight complete eighteen pounds, price, \$100. All diamond frame machines will be furnished in three sizes, twenty-one, twenty-three, and twenty-five-inch. Drop frames will be furnished in two sizes, nineteen and twenty-three-inch. The prospects for the coming season in this line are decidedly encouraging, and we expect to double our output. The same correct lines which have distinguished our wheels heretofore will be found in our '95 models, but of a more improved and up-to-date pattern.

In addition to the Andrae cycles, we will introduce our Sunbeam line, which will consist of the following thoroughly reliable medium grade wheels: Nos. 19 and 20, twenty-eight-inch diamond and drop frame, \$75; Nos. 17 and 18, twenty-eight-inch diamond and drop frame, \$60; Nos. 11 and 12, twenty-six-inch diamond and drop frame, \$50; Nos. 13 and 14, twenty-four-inch diamond and drop frame, \$40.

We shall also continue the manufacture of our Sunbeam chain lubricant, which has gained for itself such a wide reputation.

HULBERT BROS. & Co.—The list of our '95 line will be \$75, and the





## How to Operate the Arrow Pneumatic Tire.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible. Don't be afraid to pull down hard. Be careful to not pinch the tube. See that it is entirely clear of the shoe. Place that part of the tire with exposed wires on that part of the rim opposite the valve. Wrap rim with friction tape so as to cover spoke heads.

## ARROW MECHANICALLY FASTENED TIRES.

These simple, practical, and durable tires are selling like hot cakes. They are novel, and as one large manufacturer of bicycles said today, that they were constructed on the first and simplest mechanical principle that he learned at school, and that perfection had been attained. Nothing like it for novelty and practicability.

## REX TIRES.

We are continually receiving voluntary letters from riders and manufacturers extolling the good merits of our tires. For cemented tires it is the acme of perfection. It is light, resilient, and strong.

## CLIMAX TIRES.

This is the best molded inner-tube tire manufactured. They recommend themselves. Any bicycle having "CLIMAX" tires fitted to its rims is easily disposed of by the dealer.

## TIRES TO FIT G. & J. RIMS.

Our universal clincher tires fit G. & J. and all similar rims. They are better than any clincher tires of this description ever before manufactured. If you are in need of a clincher tire of this pattern for new wheels or repair work, write us for prices. They are astonishingly low.

?

How many dealers have received the circular letters which have been ground out by a certain tire manufacturing company, containing the commanding sentences, "You must," "you shall," "we will," "we won't?" They have disregarded all business courtesy, and do not send letters of this nature to large manufacturers, but humble and try to intimidate the smaller buyer and insult his intelligence.

One man's money is as good to us as another's. We deal fairly by all.

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

Mention The Bearings

## EASTERN RUBBER MFG. CO.,

TRENTON, N. J.



weight of the guaranteed roadster will be twenty-three pounds. We have just finished our models for '95, and can say honestly that we are more than satisfied with the way they have turned out; the lines are everything anyone could want, and in every way carry out the name of the machine—the Majestic. They follow the high Humber pattern, and although the machine is several pounds lighter than last years, the tubing used in the frame is a gauge heavier, thereby making it a stronger wheel than that built last year. The finish this year will be vastly improved, if such a thing is possible. We will, as usual, use the best material throughout. We shall use all wood rims, making machines with steel rims to order only.

### TRADE HAPPENINGS.

INDIANAPOLIS, IND.—The Hay & Willetts Mfg. Co., has been incorporated, to succeed the bicycle firm of Hay & Willitts.

ROCHESTER, N. Y.—The Punett Cycle Mfg. Co., has been incorporated, with a capital stock of \$5,000.

HAMBURG, PA.—The Wilhelm Bicycle Mfg. Co., of Reading, Pa., have completed the erection of their new bicycle factory, and will commence operations the first week in December, and announce that sufficient orders have been booked to give steady employment for 200 men for a month.

BATTLE CREEK, MICH.—The Meteor Cycle Mfg. Co., are removed to Saginaw.

PERRY, N. Y.—W. O. Davis, bicycles, etc., removed to Warsaw.

KEARNEY, NEB.—Kearney Cycle Mfg. Co., will commence operations January 1, giving employment to fifty men. This company has recently been incorporated by William F. Falloon, J. S. Morrison, J. Rhode, C. Lewis, and W. B. Walker, with a capital stock of \$50,000. Two grades of wheels will be manufactured, one of which will be called the Kearney and will be a roadster, and the other will be the Kearney Special, and will be a racer. The city of Kearney has given the company power for manufacturing purposes free for five years, and, if the trade warrants three other high grades of wheels will be put on the market.

TOPEKA, KAN.—Vasper & Golmis, bicycles. I. Golmis, a member of this firm, has given a chattel mortgage (two-thirds) for \$300.

KANSAS CITY, MO.—Willard & Johnson, new bicycle firm opened, and will handle the Syracuse and Rugby wheels.

BATTLE CREEK, MICH.—The Meteor Bicycle Co., reported last week as removed to Saginaw, Mich., has incorporated, with a cash capital of \$15,000. The officers are: Peter Hetig, president and general manager; John McLean, vice-president; Jas. M. Reed, secretary and assistant manager, and John L. Jackson, treasurer. Quarters have been leased for five years in the Jerome building, on Court Street, and the new plant will be in operation December 15. By March seventy-five men will be employed.

KOKOMO, IND.—Citizens have raised a large fund to devote to cash bonuses for locating bicycle and other manufacturing in this place.

AURORA, ILL.—W. S. Frazier & Co., manufacturers of sulky, road carts, etc., will manufacture bicycles, making a feature, the first season, of a high-grade wheel, to weigh twenty pounds.

BLOOMSBURG, PA.—J. W. Mane, hardware, will add bicycles and bicycle sundries.

BRISTOL, CONN.—The New Departure Bell Co. is putting on the market a new bicycle bell, called the Midget.

PRESCOTT, IOWA.—W. C. Timmons, hardware and bicycles, will open a new store, and invites correspondents and circulars from manufacturers of bicycles and bicycle sundries.

MARION, N. C.—W. P. Jones, hardware, bicycles, etc., burned out; partially insured.

CLYDE, OHIO.—The Elmore Mfg. Co. have removed their bicycle plant to Elmore, Ohio.

BELVIDERE, ILL.—The National Sewing Machine Co. will take up bicycles, their product for the coming season being between 10,000 and 12,000 wheels, of which about fifty per cent have already been contracted for.

CHICAGO, ILL.—The Novelty Cycle Co., incorporated by Samuel F. Estell, William S. Estell, and Charles J. Barnard. Capital stock, \$100,000.

GRAND RAPIDS, MICH.—Fox Machine Co., will manufacture bicycles, devoting one floor of their factory exclusively to making a strictly high-grade wheel.

TOLEDO, OHIO.—Colton Cycle Co., incorporated, with Charles Kaufmann, president, George B. Colton, vice president, and F. A. Jaque, secretary and treasurer. This company's new factory is two stories in height, 100 x 100 feet, equipped with up-to-date machinery, and will turn out 200 wheels per week. They have booked contracts for 4,000 wheels.

MILWAUKEE, WIS.—The John Pritzlaff Hardware Co. will take up bicycles, and will handle the Featherstone line.

LANCASTER, PA.—F. G. Musser, hardware, bicycles, etc., reported gone out of business.

POMEROY, OHIO.—Prall Hardware Co., hardware, bicycles, etc., reported assigned.

### HE SELLS RAMBLERS.

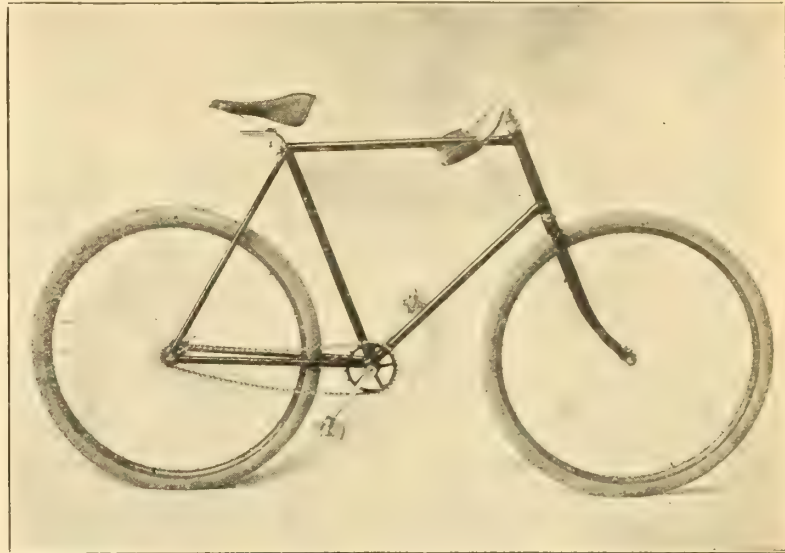
This picture will be recognized by his friends (and they are many) as a good likeness of Harry L. Pound, manager of the sale department in the Gormully & Jeffery Mfg. Co.'s retail store, 85 Madison Street, Chicago. Mr. Pound is the oldest attache of the store, having been engaged there during the regime of Horace Bell. He knows the component parts of bicycles of the G. & J. manufacture from A to Z, and can quote a man the correct price on any part of any of the numerous Rambler family without stopping to think. He has been for several years a prominent member of the Lincoln Cycling Club, and is very popular in his official capacity as a member of the board of directors. Harry is a constant rider, and though he does not travel in the 2 minute class, can plug a century at a killing pace. He leaves this week to spend his vacation in London, England, with his parents, whom he has not seen for seven years.



HARRY L. POUND.

### THE OVERLAND LINE FOR '95.

The accompanying cut shows Rouse, Hazard & Co.'s Overland for '95 at \$75. This machine will be made of the very best materials throughout and will be strictly high-grade. It will have dust-proof tool steel bearings, and every feature will be thoroughly up to date. It will weigh twenty-six pounds, and will be amply strong for any weight rider over any roads. It will be made in ladies' pattern as well as gentleman's. Rouse, Hazard & Co., have had a large trade on the Overland during the past four years, hav-



ing sent them into every state and territory and to many foreign countries as well. They say that during their fifteen years experience in the business they have never handled a machine that has given better service and satisfaction. The Overland will also be made in twenty-eight pound weight with tool steel bearings, not dust proof, to list at \$65, and twenty-four and twenty-six inch patterns in both diamond and drop frame, listing at \$40 and \$50.

Rouse, Hazard & Co.'s announcements, with cuts of the principal wheels in their line, comprising twelve or more machines will be ready soon, and will be sent upon application.

### Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind. 19

### A Piano at a Nominal Price.

Chicago's largest music house, Lyon & Healy, moved into a magnificent new building some little time ago. They have a number of slightly used and second-hand pianos returned from World's Fair renting, etc., etc., which they have determined to sacrifice rather than continue to make room for. These instruments comprise Square pianos at \$40, \$65, \$90, \$100, and \$125. Upright pianos at \$125, \$140, \$150, \$165, \$190, \$200, \$225, \$240, and upward. Grand pianos at \$200, \$250, \$300 and upward. Nearly all originally sold for from two to four times their present price. Almost all prominent makes are represented, including among numerous others: Chickering, Knabe, Steinway, Weber, Decker, Steck, Fischer, etc. This is an opportunity that will not occur again, as Lyon & Healy have not moved for twenty years. Immediate attention is therefore necessary. A good plan would be to order a piano, leaving the selection to Lyon & Healy. However, they will send a list and full particulars upon application. Any piano not proving satisfactory may be returned at their expense. Address them at their new sales-rooms, corner Wabash Avenue and Adams Street, Chicago. Distance is no obstacle in taking advantage of this remarkable chance to obtain a piano, for in proportion to the saving to be made the freight charges are insignificant. If you do not already know them by reputation, any banker will assure you of Lyon & Healy's entire responsibility and record of over a third of a century for honorable dealing. Write today so as to avoid disappointment.

### Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women, and even old men, would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill. 19



# One of a Great Many:

THE PEERLESS MFG. CO.

NORTH MANCHESTER, IND., Oct. 8, 1894.

DEAR SIRs: You no doubt will be surprised to hear from me, but I imagine that we are acquainted, because I ride a Triangle wheel. I have been only riding the wheel two months, and yesterday, Oct. 17th, I rode 67 3-4 miles in 5 3-4 hours, and had a good many hills to climb.

A friend of mine bought this wheel in the spring. He took sick, and the doctor told him not to ride the wheel any more, so I bought it of him. Should I sell it I would buy another Triangle. Every one that has ridden it say it is the easiest riding wheel they have ever been on.

I have a Model C, full roadster, and I think that I have the champion wheel and best hill-climber in the world.

Yours truly,

GEO. E. TOLAND,

North Manchester, Ind.

1895 Catalogue of **Triangle Wheels** will soon be out.

THE PEERLESS MFG. CO., Cleveland, Ohio.

Mention The Bearings

## Once Own a Thistle....



AND YOU WON'T GIVE IT UP FOR ALL THE  
WHEELS IN CREATION.

It's light, Roadster weighs 23 lbs.; strong, 'twill bear the heaviest heavyweight; and so swift that you're surprised at your own speed. The lightest touch of the pedals seems to make it bound forward. No puffing up hill in order to coast down. It's almost like coasting all the way.

Here's why: The Thistle represents years and years of head work and days and days of hand work.

MADE BY

FOR PRICES AND TERRITORY WRITE TO

Fulton Machine Works,  
Chicago.

**Excelsior Supply Company,**

276 and 278 Wabash Ave., CHICAGO.

Mention The Bearings



## MANY CHANGES IN LOUISVILLE.

LOUISVILLE, KY., Dec. 1.—The season of '95 will find some changes and more additions to the cycle trade than have been noted. Prince Wells will confine himself to the Rambler as his high grade, and will have the Western Wheel Works line for his medium grade line. His trade in the stick grapholine has become so large that he could not give enough attention to another wheel, and he gave up the Cleveland. W. A. Rubey will give up his present location, and will enter the employ of the Denhard Mfg. Co., another installment furniture house that will enter the field next year. Griffith & Semple, the largest dealers in sporting goods in the city, will take a larger store this month, and will add a line of bicycles.

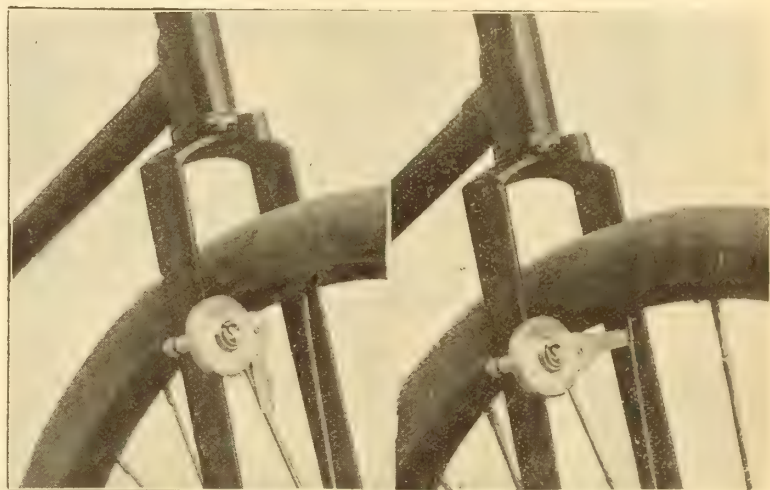
Harbison & Gathright, the largest manufacturers of harness and dealers in harness maker's hardware and supplies, will probably enter the field also, as they are now in correspondence with several manufacturers. Jefferis Bros. will confine themselves to the Victor exclusively, and drop all other lines. The Kentucky Bicycle Co. will continue with the same lines, as at present. They now handle the Stearns, Union, Ide, and Crawford medium grade. John W. Spalding will handle the Fenton and the Keating. G. S. Maxwell, who started in with such a flourish in the early part of the season, has dropped out of the struggle. The Indiana Bicycle Co. has opened up a branch house in this city to supply the state. R. F. Maxwell, formerly with the former agents for the company, has been put in charge of the branch. For the present their location will be at 350 West Jefferson Street.

It is not always a question of the first come, first served, as C. F. Smith, of the Indiana Bicycle Co., will admit. When he took out the attachment against the firm of Martin & Dressing, as noted in this paper a few weeks ago, the papers were handed to the deputy-sheriff, who desired Mr. Smith to accompany him, but the latter declined to do so for some reason foreign to the question under discussion. The sheriff went to the store and levied on the fixtures, stock of sundries, stock of wheels, furniture and safe, all contained on the first floor, and on a platform raised from the floor, which was fitted up for the office. While this was being done, the members of the firm made an assignment, and directed their assignee to take immediate charge of their affairs. When he arrived at the store he saw that only the goods on the first floor had been levied on, and he also saw, by the return made, that the safe only had been attached, and not the contents. He opened the safe and removed the contents, which were exactly what Mr. Smith wanted to get, i. e., the notes accepted in settlement for the sale of the wheels for which he was going to all of the trouble. The assignee took charge of the contents of the basement, which also contained much of value, as all of the second-hand wheels were kept in it. As it was then, the Indiana people had attached goods to the value of only \$1,500 to secure their

debt of over \$6,000; while the assignee had property and notes representing more than the other claim, which will be used in allowing all of the creditors to share alike. A few days after the attached goods were sold at auction, and bought mostly by the Indiana company, an attorney of this city entered suit to set aside the assignment and the attachment, on the grounds that two days prior to the attachment and assignment, the members of the firm had given a party three wheels in settlement of his claim against them. If he can prove his allegation, the Lu-Mi-Num people, whom he represents, will be able to get their claim in prior to all noted herein.

## THE PERFECT BICYCLE LOCK.

The Perfect bicycle lock, made by the Perfect Bicycle Lock Co., of Coldwater, Mich., is adjusted to the front fork so that the lever will come directly against the nipple of the spoke and close to the underside of the felloe, which prevents it from interfering with the wheel when unlocked. It



is round, just the size of a dollar, except the part the lever works in. It is tightened or fastened to the fork by two steel screws with a screw driver, then keyed through the coupler and screwed with pins, which makes it impossible to remove them except by drilling. It can be attached in 2 minute's time, and when once locked, defies any thief.

# Tribunes for '95.



LIST PRICES ESTABLISHED, AND  
NEW MODELS READY FOR  
PROMPT SHIPMENT.

WRITE FOR ADVANCE SHEETS AND TERMS. NOW IS  
THE TIME TO SELECT THE LINE YOU WILL HANDLE  
FOR '95. DO NOT WAIT UNTIL SOMEONE ELSE GETS  
THE AGENCY FOR THE TRIBUNE.

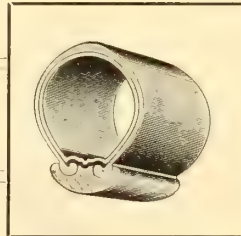


The Black Mfg. Co., Erie, Pa.



LARGEST DEAL YET! Many thousand D--T--

.... LIKE



THIS ....

WE MADE IT. WE DON'T CALL A SALE OF 25 CENTS A DEAL.

TILLINGHAST MFG. CO., Providence, R. I.

Mention The Bearings

Jonington Conn. Nov 30/94

Most Bright & Early.

Gentlemen:

Yours. with order need  
many thanks in You have done well  
Now is the time to do the  
missionary work and lay the  
foundation for future business.

Your competitors who wait until  
the Cycle Show will see their mistake  
when it is too late you are made  
of the right material. Success to you  
Yours truly  
The East River Mfg. Co.



### The Success of the Cleveland.

The Cleveland wheel scored more wins at each of three meets the latter part of the past racing season, than was scored by any other wheel at a single meet on the National circuit this season. At Pittsburg, September 28, Trappe, the Cleveland Class A man, won four firsts, A. I. Brown won two, Ernie Johnson two, and Banker one—nine firsts in all, in twelve races. Six second prizes, six third, and two fourth prizes were also won—twenty-three in all, or over half of the total list of prizes. At Wheeling the Cleveland again scored heavily, winning four firsts, five seconds, four thirds, and two fourths—a total of fifteen prizes, or over half. At Steubenville, October 1, five firsts, seven seconds, seven thirds, and five fourths—a total of twenty-four fell to this wheel, a grand total of sixty-two prizes in three days' racing.

To the well-nigh universal use of the Cleveland wheel by Class A riders, in this particular district, this is largely due. O. P. Bernhart, the Toledo rider, has captured \$35,000 in prizes in Class A this season. His total of winnings probably heads the list for the season. Exact figures can not be given, but the list will include over sixty firsts, thirty-five seconds and thirty-five thirds, or a total of 135 prizes. Bernhart has been the most successful of the C. O. P. this season. Trappe, of Cleveland, Rigby, of Toledo, and Banker, of Pittsburg, with Bernhart, all Class A men and riders of the Cleveland, have put up a series of races throughout the Ohio district that have drawn thousands to meets giving Class A races only.

Throughout the season H. A. Lozier and his entire staff have been constant and enthusiastic attendants at all race meets possible, and Mr. Lozier has taken great interest in the sport.

### Dunlops Score at Madison Square.

As a final test before putting their new light racing tires on the market generally, the American Dunlop Tire Co. had a number of them in use at the Madison Square Garden races. The entire satisfaction which this tire gave was the remark of all racing men present. Frank Waller, winner of the 24-hour race, riding on sixteen ounce Dunlop detachable tires, covered 435 miles in the time, a distance never before attained, either on the track or on the road in America. This performance speaks volumes, seeing that it was done on a small ten-lap track with very severe corners. C. M. Murphy, also on this make of tire, won six Class B events, including the one and five miles indoor championships, also breaking the world's indoor record for half-mile, doing that distance in 1:10%, a remarkable performance, taking into consideration it having been done on a ten-lap track.

### He Rode a Sylph.

EDITOR THE BEARINGS: In your issue of November 16, in the article bearing the headline "Champion of Nebraska," there is an error. The article states "the one-mile championship is also held on a Sterling by Barnett." Barnett won the one-mile championship of Nebraska, July 4, 1894, on a Model G Sylph.

ROUSE, HAZARD & CO.

### TRADE NOTES.

Morgan & Wright report sixty-nine world's records this week, a most meritorious showing for a year's efforts.

A young lady who has eight years' experience in the cycle business, desires a position as bookkeeper. Can furnish good references. Address, C. L. B., THE BEARINGS.

B. Eldredge, president of the National Sewing Machine Co., of Belvidere, Ill., was in Chicago last week. He says that his firm has already booked enough orders to keep them running for a year.

The Sterling Cycle Works are preparing to send twenty-five men on the road in the course of a week. L. A. Howell will travel in New York, E. C. Toie in southern Ohio and Indiana, A. J. Nicolet in the west, Charles Anderson in Illinois, and F. J. Ollier in Nebraska.

A line of wheels, to be salable, should embrace two features—superior quality and low price. Dealers who desire to make money in the bicycle business select Crescents, because they are the highest grade, lightest weight medium priced wheels made, and sell on their merits in competition with the highest priced machines. Crescents are, without doubt, the most salable and complete line of wheels on the market.—Adv.

The Gormully & Jeffery Mfg. Co. state that rumors have been circulated to the effect that the Rambler team, in making their world's records in '94, had used some other than the G. & J. double tube tire. They positively declare that in all their record-breaking and other track performances, the members of the Rambler team have used no other than the regular G. & J. double tube detachable tire, nor will they use any other tire for their work in '95. There is no necessity whatever for a change of tires.

The Sieg & Walpole Mfg. Co., of Chicago, will handle the jobbing trade in the northwest on Solid Comfort saddles for the Curtis-Child Mfg. Co. The new line of twelve styles, Solid Comfort saddles, show marked improvement, and will undoubtedly command a large sale. The Curtis-Child Mfg. Co. will be in a position to supply wood cantles on any pattern of the Solid Comfort line. The new model B Solid Comfort saddle, made for fat men, is already meeting with quite a demand. Many testimonials of its comfort and durability have been received.

The elliptical spring cranks, patented and manufactured exclusively by the F. F. Ide Mfg. Co., of Peoria, Ill., which they have fitted only to

their own machines the past season, having proved such a great success, and there being such a large demand for them from riders, who wish to use them on other machines, the Ide company have decided not to deprive them of the advantages, and have placed them on the market at the low price of \$5 per pair. Parties who have the agency for the Ide wheels will also have the exclusive sale of these cranks for the same territory.

365 DAYS AHEAD OF THEM ALL!  
17 to 23 POUNDS  
CATALOGUE FREE  
Keating  
FACTORY, HOLYOKE, MASS.



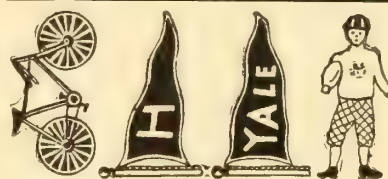
### THIS IS THE BEST OILER

EVER MADE....



CUSHMAN & DENISON, 172 Ninth Ave., N.Y. A GOOD OILER, price 15c. each.

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### College and Cycle Stick Pins.

Solid silver, sent by mail, 25 cents each. We are headquarters for Class Pins, Badges, and Emblem Pins. Send 2-cent stamp for the largest picture catalogue ever issued by any retail jeweler.

WILSON BROS.,

3-T Tremont Row, Boston, Mass.

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THE POPULAR

## P. & M. Line of Saddles.

Improved in detail and with several novel additions, is before the public for their valued approval.

THE PERSONS-MULLER CO., - NEW YORK.

Chicago stock carried by Manufacturers' & Merchants' Warehouse Co.,  
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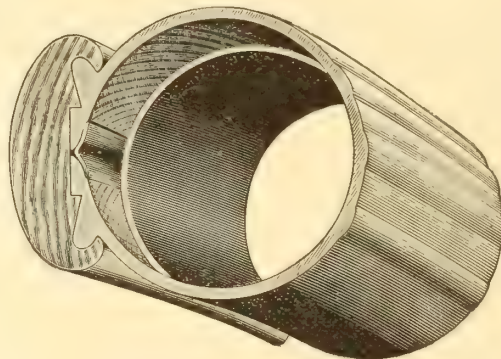
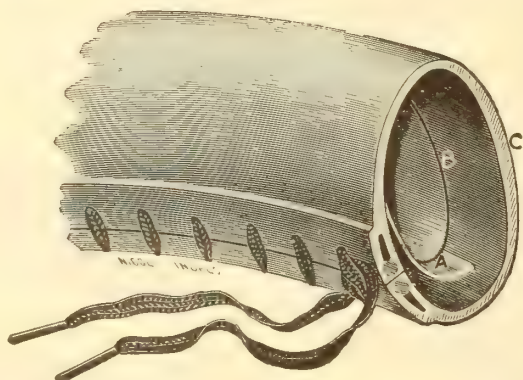
A THOROUGH HUSTLER in the bicycle business would like to go on the road for a live firm that wants to do business. Best of references. Address, "TRAVELER," care THE BEARINGS.



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OUR PRICES AND SAMPLES WILL INTEREST EVERY MANUFACTURER AND DEALER.

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**Indianapolis Rubber Co.,**  
**Indianapolis, Ind.**

SAVANNAH, GA., Nov. 14, 1894.

INDIANAPOLIS RUBBER CO.

GENTLEMEN: In reply to yours, we sell the Waverley which has your tires on them, and have not had a single case of bursting of the outer case on any of your tires.

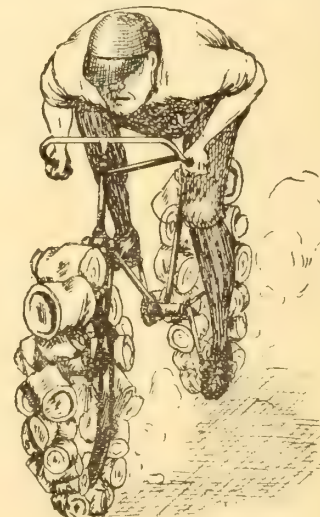
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ARE HARD  
TO GET RID OF.

No matter how light a wheel you ride, if the bearings are not absolutely perfect it will run hard and you will soon become fagged out and staved up, or have what is known to cyclers as "Tin Cans."



IF YOU  
RIDE  
A

# NIAGARA

YOU WILL NEVER  
BE AFFLICTED WITH  
TIN CANS...

The bearings are all perfectly free and easy running. Every part is absolutely accurate, constructed of the finest material throughout.

THE WHEEL FOR BUSINESS, PLEASURE,  
SPEED, AND COMFORT.

SEND FOR CATALOGUE AND  
TERMS TO AGENTS.

## BUFFALO WHEEL CO

MENTION THE BEARINGS.

BUFFALO, N. Y.



# THE BEARINGS

Vol X  
No 20

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, DECEMBER 14, 1894.

## CLUB ELECTIONS IN PHILADELPHIA.

**Arthur MacOwen Again President of the Pennsylvania B. C.—Other Elections—Winter Features.**

PHILADELPHIA, Dec. 9.—The Pennsylvania Bicycle Club held its annual meeting on Thursday night, and elected officers for the ensuing year. It was the most animated meeting that was ever held at the clubhouse, and a majority of the three or four hundred members were all in attendance. Councilman Arthur H. MacOwen, who has held the presidential chair for a number of years, was re-elected to that position without opposition. The contests for the captaincy, secretaryship and board of directors were perhaps the most strongly contested offices, the vote in each case being very close.

Woodward and Heishly were the candidates for captain, the latter being the successful man. Ex-President Neill, of the West Philadelphia Cyclers, the organization which amalgamated with the Pennsylvania club several months ago, was elected to the vice-presidency, while Harry Barr, who was secretary of the former organization, was chosen to fill the same office for "Pennsy." The officers elected were: President, Arthur H. MacOwen; vice-president, J. F. Neill; secretary, H. J. Barr; financial secretary, R. S. Doughty; treasurer, J. B. Young; captain, John Heishley; directors, H. M. Titus, G. F. Weise, and W. F. Haines; delegate to the Associated Cycling Clubs, G. H. Lokes.

**The Eighth Anniversary of the South End Wheelmen** was celebrated in a very fitting manner by the members on Tuesday night, at the clubhouse, Broad and Morris streets. There were present, in addition to almost the entire membership, prominent wheelmen from this and other cities. After everybody had become acquainted and good nature reigned supreme, those present were escorted to the large double parlors which had been temporarily transformed into a large and beautifully decorated banquet hall. President Louis J. Kole made the opening address, and in the choicest of language warmly welcomed the many visitors. He was followed by A. C. Willison, first vice-president of the L. A. W., who responded to the toast of "The League of American Wheelmen." Other toasts responded to, were: "The South End Wheelmen," Samuel Jackson; "Our Racing Men," William McWade; "Our Club Members," W. J. Greer; "The Associated Cycling Clubs," President W. E. Tucker; "The Trade," J. Elmer Pratt; "The Bloomer Girl," F. X. Quinn. An excellent musical and literary entertainment followed the banquet, which entertained the members until the hour of 3 a. m.

The new clubhouse of the Alpha Wheelmen at Park and Susquehanna Avenues, was formally opened on Tuesday night by a reception. Several hundred of the members' friends, including delegations from all the local clubs, were present. The Diligent Brass Band and Quaker City Wheelmen's Banjo and Mandolin Club furnished music for the occasion, while a score of entertainers helped the visitors to while away

### A Very Enjoyable Evening.

A number of wheelmen of Bethlehem and South Bethlehem, Pa., have organized under the name of the Packer Cycling Club, and elected the following officers for the ensuing year: President, Charles Allan; vice-president, George Green; treasurer, I. M. Shimer; recording secretary, C. C. Schenck; financial secretary, R. F. Laufer; captain, F. J. Miller; directors, C. L. Fritch; H. Weisenburg, Jr., W. P. Laufer. Maroon and gray will be the colors of the new club.

The regular monthly meeting of the Columbia Cyclers was held last Monday night, when officers were nominated for election for the coming year. Many of the present incumbents were re-nominated, and will have no opposition at the election, which occurs on Monday, December 17.

The Americus Wheelmen elected a new board of officers last Wednesday night, as follows: President, Harry C. Hochstadter; vice-president, Alphonse Fleisher; recording secretary, Louis Bedicheimer; corresponding secretary, Nathan Bloch; treasurer, Charles Walker; captain, Cyrus Bedicheimer; first lieutenant, Richard Newhauser; correspondent, Louis Alexander; directors, Louis Guggenheimer, Nathan Burganer, Walter B. Winstock. The reports of the retiring officers were very encouraging, and demonstrated the fact that the club is in the best possible shape in every way. Since entering the new club house a few weeks ago

**The Membership Has Increased to a Great Extent,** over 200 names being enrolled. On January 8 an amateur minstrel per-

formance and hop will be given under the auspices of the club at Mercantile Hall. The affair will be under the direction of Max Arnold, the famous blind comedian, while Herman Cotter will have charge of the musical part.

The Time Wheelmen gave their first smoker of the season on Thursday night in the presence of nearly 300 members and their friends. The committee had worked hard in the interests of the affair, and succeeded in giving one of the most successful and enjoyable smokers ever held under the auspices of the club. The club orchestra, under the direction of C. A. Baer, discoursed music throughout the evening and scored a pronounced hit. The Mandolin Club was also present, and rendered some pleasing music. The programme embraced fencing, calisthenics, and musical and literary exercises, many of the artists being well-known theatrical performers. An excellent luncheon was served in the dining-room at the conclusion of the entertainment.

The Frankford Wheelmen of this city held their annual meeting last Tuesday, and elected the following officers: President, E. S. Rogers; vice-president, J. N. Foster; secretary, B. W. Reilley; treasurer, Charles Denn; captain, B. W. Reilley; first lieutenant, W. R. Johnston; second lieutenant, William Hubbs; representative, B. A. Haldeman; directors, E. S. Rogers, J. N. Foster, B. W. Reilly, Charles Denn, R. W. Gilmore, B. A. Haldeman, George W. Cocker, and William A. Denn.

### The Century Wheelmen Held Their Regular Monthly Meeting

on Friday night, when nominations for officers to serve during the ensuing year were made. As the new constitution goes into effect next year, and the club will be governed by a board of governors, instead of by the members at large, as has been the case during the past, the number of nominations was large, and a spirited contest is anticipated. Those named for the various offices are: President, Thomas Hare; vice-president, W. A. Bailey, C. T. Harrop, and Charles Wood; secretary, J. W. Maull; treasurer, W. G. Speier; captain, Alfred H. Allen; directors, T. M. Hahn, C. T. Harrop, C. A. Cabrera, O. E. Lally, Charles McGlathery, W. A. Bailey, J. C. Schaut, James Cornyn, Fred Havens, Martin Stotz, Louis Geyler, John Middleton, W. A. Keith, J. C. Lukens, L. S. Kneeder, C. H. Steinmetz, George Schant, L. V. Leach, J. A. S. Heath, J. H. Mooney, W. E. Kryder, W. F. Wagner, and C. L. Plumley.

### McGowin's Protest Failed.

PHILADELPHIA, Dec. 9.—The final meeting of the year of the officers of the Pennsylvania division was held at the Bingham House yesterday. Nearly every delegate was in attendance, including those newly elected. Chief Consul Samuel A. Boyle called the meeting to order at 9 a. m.

The first business of importance was the election of delegates to the National Assembly, which meets in New York in February. The following were chosen to represent the division: Thomas Hare, Charles A. Dimon, Charles T. Bush, Frank Dietrich, A. T. Nelson, W. S. Nesbitt, and T. F. Myler.

The defeated candidate for the vice-consulship, Wade McGowin, of Pittsburg, was on hand, and in a lengthy speech contested the election of Thomas J. Keenan, of the same city. Messrs. W. S. Nesbitt and C. W. McLean spoke in behalf of Mr. Keenan, and for awhile it looked as though the opposing parties would have a clash. At this juncture a motion was made to sustain the actions of the Rules and Regulations committees on the matter, which was carried. After Chief Consul Boyle had been awarded \$500 for legal services, and other business of more or less importance had been transacted, the meeting was adjourned.

The Meteor Wheelmen held their annual election of officers last Thursday night. The result follows: President, Dr. E. C. Howard; vice-president, George Reynolds; secretary, M. J. Lehmann; treasurer, James G. Davis; captain, J. Tripp; lieutenant, James Hall.

### GARDINER REGAINS HIS OWN.

LOUISVILLE, KY., Dec. 11.—Gardiner was successful today in regaining his lost laurels. He held the one-third-mile unpaced, flying start, until John S. Johnson lowered it two weeks ago. Johnson lowered it from :39½ to :38½ and Gardiner put it at :38½ today. After resting from the ride, Gardiner then attempted the mile, flying start, unpaced, but the wind had raised too much, and he could not do better than 2:13. He will continue until he gets it and all intermediate distances.



## NEW YORK NEWS NOTES.

### Club Elections About the Only Occurrences In the Cycling World In the Metropolis—Racing Men Banquetted.

NEW YORK, Dec. 10.—The annual election of the Riverside Wheelmen was held last Friday night, at their clubhouse in West One Hundred and Fourth Street. The affair was one of more than usual interest to the members, owing to an opposition ticket being in the field. The results of the voting was as follows: For president, J. F. Fitch (regular); vice-president, H. E. Voorhis (both tickets); treasurer, W. Walton (both tickets); secretary, F. R. MacPherson (regular); captain, Chas. H. Weeks (independent); first lieutenant, I. A. Ball (both tickets); second lieutenant, J. W. Judge, (regular); board of trustees, George Curtis Wright and A. E. Hildick, (independent.)

Frank Starbuck, the plucky farmer boy from Marion, Iowa, has announced his intention of not riding in the long distance event at Philadelphia next week. It is a pity that so good a rider as Starbuck does not receive the proper handling. With a shrewd manager, one like W. B. Troy, Starbuck could be transformed from the unfortunate racer of today into the greatest long distance performer in the world. Four hundred and fifty miles in 24 hours on an indoor track would be easy for Starbuck—once trained into condition.

The Montauk Wheelmen will celebrate Christmas Eve with a stag racket and a midnight visit from Santa Claus, which character, it is whispered, will be portrayed by "Billy" Tate, the stentorian-voiced president of the club. Each member will receive a present, and as there is no time limit placed on that word, it may mean anything from a toothpick up.

Of course every racing man (with a few exceptions) has ridden his novice race, and even the exceptions have necessarily had to start in their first race, be it novice or championship. We all know the feelings of a man the least bit timid as he awaits the pistol shot in the initial contest. George H. Fitchett, Jr., a man who has ridden more sensational trials and fast quarters in private than any undiscovered phenomenon of the decade, entered the novice race at Madison Square Garden during the recent tournament there. Fitchett is a member of the Montauk Wheelmen, and one of Brooklyn's most popular cyclists, but as a racing man he has not been much of a success. After many admonitions from his parents,

#### Good Advice From an Ex-Racing Man,

and with an endless amount of determination to do or die, he was called to ride in his trial heat Tuesday afternoon of that week. Ranged up alongside of him were five others, in the same fix as himself. The start was effected, and, remembering the racingman's advice, George dropped behind, to get some one else go out and hit up the pace. So far so good. At the quarter he moved up into third position, as per instructions, and at the half was lying second, close up on the leader's wheel. Visions of gold watches, diamonds, and pianos began to float before his imagination as the third quarter was reached—when "Look out there!" was uttered in a Pete Berlo tone of voice—and that, too, from directly behind the ambitious racer. Now, if George was ever accused of anything that he is guilty of, it is politeness, so when the gruff request to "look out" was made Mr. Fitchett obligingly pulled out and allowed the field to go by. In an instant he realized what he had done, and, starting after them, he had all but caught up, when—crash! and two of the field had fallen on the steep banking directly in front of him. The memory of his parents' admonition to "be careful and not hurt yourself" flashed vividly before his mind as the others went down, and, turning his machine away out to one side, he disappeared completely over the banking, eight feet high at that point. Yesterday he limped into the office of a life insurance company, rather badly scorched, and looking for all the world like E. L. Blauvelt after a race meet. His nerve had not suffered nearly as much as his anatomy, and he has fond expectations of gathering in a few records in '95. Verily his grit is greater than his speed.

The Hudson County Wheelmen's annual dinner has been indefinitely postponed, probably however, for a short time only. Recollections of this club's earlier existence were recalled to many an old-timer at the Garden races, when Charles Kluge—he of "Star" fame, and road racing renown—made his appearance as one of the pacemakers in the 24-hour race. Kluge looks well and prosperous, but the racing fever will return once in a while in spite of the realization that his place is among those other good ones of prior days—Hendee, Rowe, Stenken, and Frazier.

Bowling and pool tournaments will do much to help pass the winter months with the Lenox Wheelmen, each of which have been arranged, and are now being contested by the best players of the respective games in the club.

Several changes and additions will be made by the Montclair (N. J.) Wheelmen this winter on their clubhouse, which will be, when completed, one of the most thoroughly appointed ones in the state.

The date of the annual meeting of the New York state division officers has been changed from December 17 to December 29. On that date the conclave will be held at the Grand Union Hotel, on Forty-second Street, when much important matter will be passed upon.

#### The Old Headquarters of Howard E. Raymond,

on Flatbush Avenue, Brooklyn, looked strangely deserted last Saturday as THE BEARINGS man passed in a car. In one window are several show bills, advertising the grand performance of some amateur theatrical company at an early date. Although the chairman has gone to the city by the

lake, that same "amateur air of purity" seems to remain about the store—even to the show bills.

One of the peculiarities noticed in Alex Verheyen's riding, was his withdrawing his hands from the handle-bars immediately after crossing the tape—winner of either a heat or race. During the week at the Garden Alex finished in front on several occasions, each time throwing himself up to a straight posture, and removing his hands for an instant only. He would then draw his left hand across his forehead and smile at the applause of the crowd, of which he received fully as much as did the redoubtable A. A. Zimmy.

For some seasons past the "long tables," given annually by the Union County Roadsters, have been heralded with much pleasurable anticipation. The one held last Wednesday evening was in every way up to the standard of its predecessors, and was thoroughly enjoyed by over 100 of the club's members and their friends.

From the advance sale of tickets for the benefit performance of Marie Jansen in "Miss Dynamite," at the Park Theater, Brooklyn, next Wednesday night, in aid of the Cycle Path fund, it may safely be predicted that a good substantial sum will be realized therefrom.

William Easton, representing a syndicate of capitalists, will shortly open a large cycle school or rink in close proximity to Central Park. Mr. Easton has been connected with the American Horse Exchange for some time past, and is thoroughly competent to manage what it is promised will prove a huge success. A riding school for beginners, and a speeding track about twelve or fourteen laps to the mile, will cover the floor part of the rink, while a private restaurant, for patrons only, and an orchestra of music will serve to make the place more than ordinarily attractive.

J. M. Erwin, or "William Twinkle," as he is perhaps more widely known, with Arthur Zimmerman, is writing a book on the travels abroad of the cyclists, together with all the various comical things, which will be made uproariously funny when served in Erwin's inimitably witty style. The cycling public may well look forward to the treat in store for them when this second Mark Twain has completed the work.

Isaac B. Potter, the newly elected chief consul of this division, has left town on a much needed vacation. His address for the next ten days to come will be "Backwoods", Maine. Hunting will comprise the greater part of Mr. Potter's recreation while away, although photography will also receive some attention. When he returns to his desk in the Potter Building, he will begin a most active membership-increasing campaign in this state. He promises to place

#### New York at the Head of the League

from a membership point of view, and that, too, within one year. If anyone can do it, Isaac B. Potter is the man.

The Liberty Wheelmen, of Brooklyn, have decided to build a large clubhouse on grounds big enough to allow the construction of a one-third mile track. Alex Schwalbach is the prime mover in the affair. This club is strictly up to date, having a membership of seventy names, all of whom are active wheelmen.

At the games of the Seventh Regiment last Saturday evening, the two bicycle events were decided as follows: One-mile scratch—E. M. Leask, Company D, first; E. Lonsdale, Company F, second; W. F. Livingston, Company H, third. Time, 2:24½. Two-mile handicap.—J. H. Corell, Company F, scratch, first; A. P. Riker, Company B, 160 yards, second; W. R. Pike, Company A, 25 yards, third. Time, 6:11.

The Riverside Wheelmen banquetted their racing men last Saturday night at the "Roma," 878 Sixth Avenue. It was a really enjoyable affair, and was attended by F. J. Titus, Ray MacDonald, F. F. Goodman, Chas. K. Granger, Chas. M. Ertz, W. A. Barbeau, Fred Nagle, and others. Several speeches were made, some of those who acquitted themselves most creditably being Geo. C. Pennell, C. B. Robinson, J. M. Gentle, and W. C. McKean. It was a good supper, jolly crowd, clever speeches, and a memorable occasion.

During the earlier part of January a bowling contest will be held between teams composed of Charlie Schwalbach's "Ramblers" and Alex Schwalbach's "Liberty's." The losers will pay for a grand turkey supper, at which both teams will feast. Both teams are evenly matched, and a close game is expected. Al Bantler's alley in Flatbush (Murphytown) will be used, at which place the supper will also be served.

#### Rejected Johnson's Records.

The road records committee, of the Century Road Club of America, has decided to not take official cognizance of the straightaway quarter, half, three-quarter, and mile records, made by Johnson, at Buffalo, on October 24, nor of other similar records made subsequently. Such records, while made technically upon public highway, are considered purely speed trials over short, selected courses, having a special surface, like that of a racetrack, and the committee does not believe it advisable, or in accordance with the idea of fostering a true road-riding spirit, to recognize them as road records. Five miles is the minimum distance for a road record under the C. R. C. rules.

The eastern cycle papers, in getting in their reports of the Chicago cycle show, will have to cope for the first time with a problem that has bothered the western papers who have had to report the previous eastern shows under many disadvantages.



## MASSACHUSETTS DIVISION AFFAIRS.

**Sterling Elliott to Take the Helm this Week—The Meeting of the Board of Officers Will Be Interesting.**

BOSTON, MASS., Dec. 8.—The next matter of importance in this vicinity is the annual meeting of the board of officers next Wednesday evening. This meeting will probably be long remembered for more reasons than one.

Sterling Elliott, who takes the chair as chief consul for the first time, is to lay out his policy, and in his little address there is said to be a grist of surprises for all. His selection of committees and the general organization of the board for work, is sure to attract attention all over the country. The meeting will lose one of its features which promised to be about the most interesting thing. That is the "cape circular" matter.

It was freely announced that the matter would be brought into the meeting, and an attempt at investigation made. The men whose names were mentioned in it were working hard to find its writer and where it was printed. They at last announced that these facts were then in their possession, and that they were in a position to go ahead and made it warm for the man and all his friends. About this time the matter reached the ear of the newly elected chief consul. His idea is to bring all parties together, and to make everybody in the board everybody else's friend. He believed that the board meeting was no place to investigate anything of the sort, and that the circular needed no investigation whatever, as he regarded it as a political move which was perfectly legitimate.

It is very probable that a resolution will be introduced into the meeting asking for the National meet for Boston. It is certain that unless this is done, or the division sanctions it, the old Bay state will never see the National meet. No one denies the fact that

**Boston is Much Indebted to the A. C. C.**

for the position she now occupies in the matter.

The election of delegates to the National Assembly will come up, and it is rumored that an entirely new system is to be employed in their election.

Last Sunday afternoon another consolidation of local cycle clubs was formed. There are several clubs which are shut out of the A. C. C. because of certain restrictions. The thing has been coming to a head for some time, and the meeting last Sunday was to organize. James M. McGinley originated the plan, and was chairman of the meeting. It was decided to call the organization the Consolidated Cycling Clubs of Boston and vicinity, to make the annual dues \$10 a club, and to organize inter-club pool, billard and whist tournaments. The clubs already on the roll of membership are the Suffolk, Dedham, Quincy, Malden Wheelmen, Orient, Roxbury Wheelmen, Charlestown Cycle, Roslindale, Chelsea, Tigers, Jamaica, and Shawmuts. The membership is about 535.

## SALT LAKE'S NEW TRACK.

SALT LAKE CITY, Dec. 8, 1894.—Work is progressing on Salt Lake's new three-lap cycle track, and the local enthusiasts expect great things from



Mr. Williams, of the A. C. C., who had the matter in charge, and who had laid all the plans necessary to confound the authors of the circular, made a call on the newly elected chief consul, and was told that if he brought up the matter in the board it

**Would be Instantly Ruled Out of Order,**

and thrown out of the meeting. Under these circumstances it is likely that the matter will be dropped, as Mr. Williams almost immediately announced that he had decided not to bring the matter up in the board.

The cycling editor of the Boston Post, Arthur K. Peck, occasionally prints some remarks about the circular and its originators, but beyond these infrequent outbursts no one says a word now about the matter.

Another interesting thing which will surely be a feature of the meeting, is the question whether the division or the A. C. C. shall manage the races at the spring meet of the division, May 30, 1895. This question has been argued pro and con a great deal, and there is a strong feeling that the A. C. C. should manage the races, but that they should make better and fairer arrangements for the reimbursement of the division than they have ever made before. This question will be settled once and for all, but not till after a long fight.

Mr. Williams has a contract with Mr. Bradstreet, the owner of the Waltham track, for May 30, next year, thinking, it is presumed, by this to hold a trump-card against the division. On the other hand, if the new track is built and finished by that time, as there is every reason to believe it will be, the races will never be held at Waltham.

it next season. The fact that the Hot Springs railroad company are backing the project financially, is assurance that work will be continued to completion. The track will be a model one in all its appointments. Engineer Joseph visited a number of eastern tracks before the plans were commenced, and the Salt Lake track is the result of observations made of the Louisville, Chicago, Denver, and other tracks. The back-stretch will be thirty feet wide, the turns twenty-five, and the homestretch forty. The banking will be high on the turns, and calculated to sustain a rider at a speed of a mile in 2 minutes. The banking will be carried well into the homestretch. The grand stand will have a seating capacity of 3,000, and will face the east. Underneath will be located the dressing-rooms, lockers, shower baths, and other conveniences. As the track adjoins the large Hot Springs swimming pool and bath houses, the bathing facilities are unsurpassed. The Hot Springs Hotel is within 200 yards of the track, which will furnish excellent quarters for men in training right at the track.

But it is the surface at the track itself from which manager Barmberger expects the greatest results. This will be constructed from the natural cement which abounds in this vicinity. This material has been used in laying out the walks and grounds around the spring for several years past. It packs as hard as asphalt, but retains a certain degree of elasticity, which imparts a wonderful "life" and "go" to a pneumatic tire. The track lies directly north of the Hot Springs, between the mountains and the Hot Springs lake, and three lines of railroads run directly by the grounds—making it easily accessible from the city.



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GEO. K. BARRETT, EDITOR.

**TO ADVERTISERS.**

Advertisers are requested to get their changes of copy for the issues of "The Bearings" following Christmas and New Years, in on the previous Saturday, as these two holidays will each rob us of a work day.

**ROAD RACING.**

The latest reports from England indicate that road racing in that country is practically a thing of the past. The National Cyclists' Union is about to adopt very stringent rules forbidding any member from competing in any road races, or from going for records on the road. While the adoption of such rules by the N. C. U. will effectually put a stop to all road racing and record riding, there is not much credit due for their action, conceding that it is for the interest of cycling that road racing should be stopped, for already the police have been doing everything in their power to stop it, and have succeeded to a very large extent. In fact, a road race in England has been a rare occurrence for a long time. The time-honored events of some of the big road clubs have been abandoned—events that rank with our Irvington-Milburn and Chicago road races.

In America the case has not reached such an extreme situation, but nevertheless the time is rapidly approaching when road racing will be indulged in to a much less extent than at present, if at all. Here in Chicago road races have been matters of weekly occurrence during the riding season. Sometimes half a dozen were run off in one day. The authorities are shutting down on these races, and they now have to be run in the early hours of the morning, and, even at that, it is no very easy task to get a permit for a race.

The Executive Committee of the L. A. W. has passed resolutions which will give road racing a blow, and it may be that the National Assembly will follow the matter still further. At the last meeting of the Associated Cycling Clubs, of Chicago, the subject of promoting inter-club road races was discussed and, after carefully considering the matter, it was decided that it would not be practical to carry out the plan, and that the A. C. C. did not care to father road races, even if it were practical. This merely gives an indication of what the feeling is, even among those who by natural sympathy would favor the promotion of road races—if there were no obstacles in its way.

The time is hardly at hand when road racing will be prohibited in the United States, but on the other hand that time is not very distant.

**MISS HOPKINS' CASE.**

Interest in the case of Miss Hopkins seems on the wane. Public sympathy is easily aroused by exposure of a case as pitiable as her's, but the public forgets easily. We do not intend to let it forget about this case until the girl is as well over the accident as she ever will be, and until the man who ran her down has been compelled to make as full reparation as the courts of this country can wring out of him. The committee of the Associated Cycling Clubs have taken entire charge of her case and the funds collected. It is almost certain that A. S. Trude, the most prominent criminal lawyer in Chicago, will be retained to prosecute Wells, the man who is responsible for all the trouble.

The receipts for the fund started by THE BEARINGS, now in the hands

of the committee of the A. C. C., amounts at the present time to \$630.05. Of this amount about \$250 remains, the balance having been spent for hospital bills, doctor's services, etc. The letters accompanying a large majority of the contributions contained promises of further aid if it was needed, either for the support of Miss Hopkins or to prosecute Wells. More money will be needed and needed soon. Those who have not contributed to the fund need not think that it is too late, and those who have made promises of further aid are assured that their contributions will be appreciated. The A. C. C. is going to push the case to the end, and all wheelmen will profit by the decision that the court is bound to give.

**NOT ON THE RECORD TABLE.**

John S. Johnson's record for a straightaway mile on the road is no record at all, it seems. Of course the L. A. W. Racing Board could not recognize the performance, but it was expected that the Century Road Club's record committee would. It turns out, however, that the C. R. C. has decided that it will recognize no records short of five miles. Johnny's ride, therefore, with other short distance road performances, will find no place on any record table. This fact will not detract from the merit of his performance, which has received any amount of advertising, but it will discourage the repetition of such performances.

**"THE SPORTS BANQUET."**

The Dayton (Ohio) Bicycle Club gave a "Sports Banquet," on Thanksgiving Eve, which was unique in more than one way. The menu was printed on a very loud cuff, and was gotten up in a novel manner. It read as follows:

Potato Bug.	SOUP. Mosquito.	Horse Fly.
	FISH.	
Mad River Lizards, with Jelly.		
Wolf Creek Crocodiles, with Parsnips.		
Stillwater Snails on the Half Shell.		
	RELIEVES.	
Kangaroos, with Limburger Cheese.		Goslings of Voting Age.
	ENTREES.	
Ant Eaters.	Bear Legs.	Mackerel Feet a la Francais.
Bumble Bee Strings on Salad.		Toads' Eyes in Truffles.
	ROASTS.	
Gray-headed and Bald-headed Squirrels.		Kerosene Oil Dressing
Fricasseed Owls.		Potato Eyes.
	Mules' Ears fried in Tar.	
	FRUITS AND ICES.	
Banana Peels, not slippery.		Apple Stem Jelly.
Cherry Stones a la Orchard.		Snow Balls fried in Oleomargarine.
Icebergs.		Tricycles.
	Bicycles.	
	Cracker-Jack Gum a la Swift.	
	Cigars, with Wrappers a la Mother Hubbard.	

**Ireland Is Improving.**

Once more must we insist that we are at an utter loss to understand why the *Irish Cyclist* is horror-stricken at the thought of a man riding a wheel with a three-year-old baby perched in front of him. In its current number the otherwise semi-intelligent Dublin paper stands aghast at the sight of a citizen riding through one of the streets of the town with his baby. The writer of the paragraph is unable to express his indignation. His impotence is quite amusing. After launching a whole cargo of abuse on the offender, he advocates the propriety of having the man arrested and made to give bond to ever after keep the peace.

Is it possible that the "baby carrier" is an article of the sundries' trade utterly unknown to the Irish and English cycle dealer? Is it possible that the appearance of a happy father with his "kid" before him on a wheel is so rare as to throw Dublin cyclists into spasms of nervousness? Can it be that a custom which is so universal and popular in America, should be so outlandish in Ireland or England?

About four months ago the *Irish Cyclist* broke out all over itself with indignation at a similar spectacle, and then we believed that it was indulging in a little joke. There is no mistaking the tenor and purpose of its latest utterance, however. It is in "real earnest," and McCreedy or "Graphis" is "mad," inflamed clear up to the throat, and then promises trouble in Middle Abbey Street.

As a matter of fact, we are acquainted with a dozen cyclists right here in Chicago who never think of taking the night air without the accompaniment of their small boys or girls, and a glance at any of the boulevards in the evening is sufficient to show how universal the custom is here. We have never heard of an accident, which is quite significant when it is remembered that thousands of cyclists use "baby carriers" in this city alone.

The probable explanation is that in Ireland this "Yankee contraption" is as yet a novelty. Innovators always are criticized adversely, and our Celtic friends are possibly no exception to the rule. We can assure "Graphis" and McCreedy that they are expending nervous force uselessly when they roar about so simple a matter. Irish cycling fathers are evidently becoming educated. That is all.



## FROM OVER THE WATER.

**The Stanley Show Closes After a Very Good Week—Vigorous Campaign Against Road Racing by the N. C. U.**

LONDON, Dec. 1.—The Stanley Show has been the absorbing feature of the past week, and will close tonight, after a period the success of which has never been surpassed. Partly owing to the fine, bright, cold weather which has prevailed, the attendances have been enormous. The trade seems for the most part to be highly pleased with the number of foreign visitors and the amount of business done. At night the show has been brilliantly illuminated, and, thanks to the liberal use of the incandescent electric light, the temperature has not reached an unpleasant degree of heat.

On Tuesday, the Lady Cyclists' Association held a general meeting, which was well attended, and lasted—for the L. C. A.—the prodigious period of 3½ hours. Several of the cycling pressmen were present, and, doubtless, found some new ideas for copy. The meeting, by a vote taken on a motion, declined to support the action of the L. C. A. committee in seeking the aid of the National Cyclists' Union to suppress racing by women, and some very spirited speeches were delivered by Miss Bacon, Miss Vance, and other prominent members. The meeting fixed a new subscription, and transacted much detail business. Although sharp differences of opinion exist, it is plain that this association of wheelwomen has at length thrown off the apathy which has enwrapped it in the past, and is bursting forth into vigorous life. Miss Ada Earland and Mrs. A. L. Hartung were elected to represent the body next year on the London centre of the Union.

The other meetings passed off successfully. R. L. Jefferson lectured on

### "The Possibilities of Cycling in the Orient,"

before the society of cyclists, Colonel Savile, a vice-president, occupying the chair. Jefferson's modest manner, combined with the vivid color he introduced into the description of his ride across Europe, especially the difficult portion east of the Danube, pleased his audience, who, by questions at the close, elicited many interesting details. His machine, for example—a Swift—was specially made throughout, and, with his simple equipment, weighed no less than sixty pounds. Yet, on this ponderous jigger, he averaged 100 miles a day over the fair roads of western Europe. As his journey wore on, he had to walk long stretches, sometimes carrying his machine (ugh!) and yet from start to finish his average daily mileage was fifty miles. He never punctured his tires—chiefly because, once beyond civilization, flints, glass-bottles, hob-nails, and thorns were factors unknown. Once on entering a Slavonian village, he was attacked by two peasants who brought him to earth and buckled his front wheel. At the sight of his revolver the peasants fled. Jefferson appealed to the village burgomaster, and the peasants were apprehended and made to ask his (Jefferson's) forgiveness by kneeling and kissing his hands. Jefferson knew no language except English, and talked by signs. His last two days saw him

### Compelled to Live on Black Bread and Water,

and forced to sleep in the open. For a week he never took off his clothes. Altogether Jefferson does not recommend any civilized westerner to tour in the Orient, although his clever sketches of the various characteristics of the people he studied, left the impression that, barring an attack from an organized mob of religious fanatics, there is not much risk to the adventurous tourist's life.

The concerts, the clever and pleasing efforts of the Ladies' Pompadour Band, the billiard tournament, and the two grand assaults at arms, have kept things lively when the legitimate attractions of the show palled upon the visitor. W. Prance won the weight lifting competition on Wednesday. Sergeant Hawthorn was second, as on past occasions. There were no fewer than sixteen competitors, and some astounding lifts were performed by the winner. On Thursday the London County Club gave away its medals and certificates for the past season's events.

Every afternoon and evening Kaufman has delighted crowds of spectators by his bold, graceful, and clever feats on a Star bicycle, ordinary, and the cavit wheel. I was wrong in saying he had laid aside the ordinary. Until Monday, J. H. Herbert gave a burlesque show on a Bamboo safety, when falling, he fractured his collar-bone. After this, Professor McAnney was turned on to supplement Kaufman. Later still, a four-year-old member of the Bradford and County C. C., little Albert House, also gave displays on a tiny safety weighing twelve pounds, and geared to thirty inches. The mite was cheered.

Speaking of J. H. Herbert, I am reminded that this trick-rider

### Rode From London to Brighton, Backwards,

in 7¼ hours, on a Bamboo safety, last week. This is not the first time Herbert has indulged his angular inclination for this mode of progression awheel.

The full details of the scheme to be submitted to the council of the N. C. U. at Sheffield next Saturday, for the division of racing amateurs into two classes, are now before the cycling world. As the scheme may be extensively modified before its adoption by the Union, I will reserve my remarks concerning its details for a future letter.

The N. C. U. Council will also have before them a report of a sub-committee appointed to consider the best manner of suppressing road racing, should that branch of the sport show any sign of animation when next season comes. The report recommends the suspension of any racing man performing a place-to-place ride against the watch, or pacing any competi-

tor in a road race, or competing in any road ride or race. The term road is carefully defined. Any club promoting a competition on the road is also to be suspended. Considering that, owing to the keen opposition of the police throughout the country, road racing virtually died out this last autumn, the Union may adopt the drastic legislation proposed, but its tardiness in not taking action until all opposition had been silenced by the intervention of the police, will deprive it of any credit it might otherwise have claimed for its policy.

Linton, the Welch professional, contemplates marrying very shortly. Such enthusiasm has been excited by his racing exploits, that, in his own district, he is the popular hero of the day.

C. W. HARTUNG.

## CALIFORNIANS RACE IN THE MUD.

SAN JOSE, CAL., Nov. 30.—The San Jose Road Club held its initial race-meet today at Agricultural Park, and in spite of the very unfavorable track and weather conditions, and the great Stanford-University of California foot-ball game at San Francisco, the meet was a success, and netted about \$50 to the promoters.

Two days before the race the track was in perfect condition, until a rain-storm set in, and, in a few hours, undid the work of weeks, making the adobe surface as soft as mush, and unfitting the track for fast time. Some of the officials wished to postpone the meet, but the cooler heads argued that the financial loss would be no larger if the races were run off. And so it proved. Two thousand people filed into the grandstand, and sat throughout the cold, dreary afternoon without one word of complaint—in fact, they did not have time to think of themselves or the weather, for the track officials were on the alert, and no time was lost between races. This so pleased the crowd that it overlooked the poor time and other annoyances.

Some of the racing men presented very ludicrous appearances when they came off the track with their faces and bare arms almost black with mud and a line of clay down their spinal columns. Otto Zeigler, Jr., was the star of the Class B events, winning three firsts. The best time of the day for a mile was 2:48—made by Zeigler. The prizes, which were very good, were distributed to the winners at the theater in the evening.

### The Class A Events Were as Follows:

One-mile novice.—M. Quinby, first; Elmer J. Sherman, second; Ted Belloli, third. Time, 2:58%.

Half-mile scratch.—A. N. Jones, first; Edward Chapman, second; E. V. Navelet, third. Time, 1:28.

One-mile handicap.—Edward Chapman, forty yards, first; E. V. Navelet, second; McFarland, third. Time, 2:42%.

The Class B events were more interesting, more rivalry existing between the riders. In the mile handicap, Zeigler was on scratch, and the limit man, R. Schwall, had 140 yards. At the half-mile post the riders were bunched and all riding easy. This was the order of things until the three-quarter post was reached, when Zeigler forged ahead, with Terrill and Wells fighting for second. When within a few feet of the tape Terrill jumped, winning second, with Wells, third. Time, 2:48%.

Four men started in the three-mile handicap, with Zeigler on scratch. The three-quarter mile post found the men bunched, riding very easily, no one wishing to set the pace, and all waiting for the other to jump. For two and a half miles they plowed through the mud, when Russell Cushing started to make things hum. He succeeded admirably. Henry Smith, his riding mate, tagged onto his rear wheel, and up to within forty feet of the tape it looked as if Zeigler would only get a third, but the California wonder got up that wonderful spurt and passed the tape, a winner by inches only, with Smith second, and Cushing a close third. Time, 10:10%.

Charley Wells was looked upon as a sure winner of the five-mile scratch, but an unfortunate accident to his wheel at the start left him at the tape. The nuts on his rear wheel were not tight enough, and, in the push off, his wheel slipped up and threw the chain off from the sprocket. He was put in to pace the next two miles, but did not make the pace very fast, his sole aim seeming to be the aiding of his team mates. After Wells dropped out the men loafed until the last eighth was reached, when Zeigler started that spurt of his, and landed first place by a wheel, with Smith second, and W. A. Terrill a close third. Time, 15:50%.

### Verheyen Will Return.

Alex Verheyen, Germany's crack professional, was tendered a reception at Berckmann's cafe, Hoboken, N. J., by a number of his friends and fellow-countrymen before his departure for Europe. Verheyen is well pleased with his visit to this country. He has cleared over \$400 in the races at Madison Square Garden and he claims to have made a contract to ride the Columbia in this country the coming season, and will therefore return in about three months, making Hoboken his residence.

### A G. & J. Record in France.

The Gormully & Jeffery tire, but recently launched upon the French market, has lately scored a record. On November 18, Buffel, on a French wheel, the Hurtu, fitted with G. & J. racing tires, broke the Paris-Rouen and return record, placing the official time at 12:08:00. This is one of the most important of French records. The weather was very unfavorable—rain and fogsomewhat impeding the record-breaking.

In boring for a well in the basement of the G. & J. Co.'s new eight story factory a vein of natural gas was struck, sending forth a six-inch flow of gas, which, when ignited, blazed to the height of five or six feet.



### THREE TIMES.

BY HAROLD QUILL.

"There is luck in odd numbers," said Rory O'More. Whether he knew anything about the matter is not certain; but I am fully prepared to testify that his words are true, or that I believe them to be true, which almost amounts to the same thing. There is a great natural force in operation all around us; we call it "suggestion," for want of a better designation, and under the influence of "suggestion" what we believe is, is, while what we believe is not, is not.

It was a grand day for cycling, and not having anything very particular to do, I determined to ride and be contented. After a hastily swallowed breakfast, I climbed into my wheel clothes, climbed onto my wheel and set out alone. Yet not alone. It always seems to me that a wheelman is in the best company when he is alone. Not that he prefers his own society to that of others, for by nature and education he is of a gregarious turn of mind. But it is only when alone that he can feel the companionship of his wheel to the full. Its will is always subservient to that of its rider; its whims are usually understood by him (for in most cases they are his own); it is always ready to go or to stay; its modest clink is a voice that answers his thoughts; should he feel tired or angry it never sulks, and it never talks back.

If only woman had been made out of a bicycle instead of a rib! But this is not the place for cheap cynicism.

On this occasion I determined to ride away into the country where every prospect pleases and there is not even vile man to mar the harmony. From my earliest youth even until now I have been an ardent lover of nature, which includes "woman" just as "man" embraces "woman"—by common consent. Nature is called a flirt by some because whoever will may love her and she accepts the homage, but I count this no reproach, for although the average woman loves all, yet she weds but one, while Nature proves herself far above the average by allowing all to love her, but weds none.

Yet I have often thought what a typical woman nature is. She rises from her winter's couch and dons her dressing-gown in the budding leaves of spring. She places a snowdrop in her hair and a yellow crocus at her girdle. But the crocus is prone to fade, so she replaces it with a modest bunch of intermingled violets and primroses, their dainty hues making a harmony that can be realized but never imitated. Then comes her morning costume, which is set-off by a handful of the pink-eyed narcissus upon her breast. And next we find her fully appalled, wearing a hat with roses in it, and ready for her afternoon's ramble. A new dress meets her eye and finds favor. Will she not possess herself of it? She will. She is a woman, and with her to desire is to acquire. She needs must try the new mantle which is of the splendid hue of the purple beech, set off by a neat bonnet, trimmed with wheat-ears and poppies. It suits her admirably, and, like a woman, she knows it. But twilight comes anigh; the mantle is doffed to give place to the evening dress, and some of the leaves have fallen, so that her arms and throat are left uncovered, while yet a comely modesty overshadows all. And the night comes, and my lady retires to rest, and the white coverlet of the snow spreads over her while she sleeps her winter's sleep.

"If you can't see where you are going you shouldn't come out without your nurse," said a gruff voice, and it instantly dawned on me that I had been so wrapped up in my admiration of the scene as to nearly collide with a tramp who had apparently taken the centre of the roadway, the better to pursue his meditations without undue interruption.

He had not the evil face that is somewhat common to the genus, and there was a merry twinkle in his eyes that seemed quite at variance with his harsh tones; so I quickly apologized, dismounted from my wheel and asked would he take a drink with me at the inn a few yards down the road. Nobody ever heard a tramp decline such an invitation, and it was not to be supposed that my new-found friend would be false to the traditions of his race. After the due honoring of Bacchus, the tramp spoke of his destination, which happened to be my way. We walked along together for a little distance down the hill, and then I wished him good morning and was off.

About half a mile further on a lady was in trouble. She had sustained a slight accident to her tire and was without means to either repair or re-inflate. I learned this when I stopped, which I would not have done (not noticing that anything was wrong) had not the lady called, "Can you help me, please?" as I was passing. Beauty in distress has always a charm for every man, and for no man so much as one who is out for a ride with no fixed destination to reach and no particular time assigned for him to get there.

The impetus had carried me some few yards past the lady, but when I dismounted she came to meet me, looking pretty as a picture, but somewhat agitated, though this only added to her charm. A quick glance sufficed for me to see had not fallen. "Anything very much the matter?" I asked.

"Yes and no," she said. "You see I have somehow got a thorn in my tire, and have nothing with which to repair the damage, not even a pump."

"You hardly use a pump till after the hurt is healed," I said.

"Of course. You need not make fun of me. It is a serious matter, I can assure you. The nearest railway station is five miles away. Perhaps you may not know that."

I assured the lady that I was fairly well acquainted with the topography of the district, and made a mental note that the girl who was so careless as

to venture out unprepared, would not make a careful and reliable house-keeper. Yet she seemed to interest me, and my mental note was quickly erased from my mental note-book when the lady said, "You see I was out riding with my brother. He said he would carry all the baggage—the repair outfit, pump, and things—and he got ahead of me up the hill and went on, leaving me to follow alone. Brothers will, sometimes, to their own sisters," she added, roguishly.

"Oh, but he will wait," I said, "and you need not worry, for I will fix you up in a quarter of an hour."

So I set to work upon the tire, which was one of the detachable variety, and had laid the inner tube open for inspection, when the tramp I had out-distanced arrived upon the scene.

"Anything wrong?" he queried.

"No, not much," I replied. "Have it fixed up in a few minutes."

"Oh. Thought there might be something wrong," he remarked.

"Why," I said, "do you understand tires, then?"

"No," he replied, with a wickedly artful smile, "but I thought perhaps you'd met your nurse!" And with that he passed on, whistling a merry tune, as if proud of the revenge he had taken on account of my nearly having collided with him.

The lady looked at me somewhat quizzically upon hearing the tramp's words, but I did not consider it incumbent upon me to explain, at all events just then.

In a very few minutes the tire was satisfactorily repaired and replaced. Then, just as the re-inflation was finished, the ladies' brother rode up, for having been alarmed at his sister's non-arrival he had returned to find out if anything was wrong. He was soon placed in possession of the facts of the case, expressed himself as pleased that nothing worse had happened, heartily thanked me for the little assistance I had rendered—in which the lady as heartily joined—and then they mounted, leaving me to pursue my way in the opposite direction.

At first I felt rather annoyed to think that they had not exchanged cards, or at the least given me their names, but a very few minutes' reflection afforded sufficient assurance that what I had done was but a very trivial affair, not in any way calling for any such effusive acknowledgement. Yet, if the truth be told, I very much wished it were otherwise, and the young lady's cry, "Can you help me, please?" rang in my ears again and again. Some distance down the road I nearly collided with that tramp for the second time. He was again pursuing his meditations in the middle of the road, and there is just the bare possibility that the sunshine of a woman's eyes had somewhat obscured my vision. I dismounted.

"What on earth made you utter that rude remark just now?" I said.

"The lady was a perfect stranger to me."

Ignoring the first part of my expostulation, he replied, "You were very attentive to her—for a stranger, I thought. It won't be your fault if you continue a—stranger."

It afterward struck me as peculiar that the very same thought crossed my own mind as he was speaking. That tramp must have been a thought-reader. Of course it was very presumptive on the fellow's part to make such remarks, but somehow I was by no means displeased when he said, "Stranger or not, you have done that girl a service which she won't forget." "Nonsense," I said. "The shallowest memories in the world are those of women."

"Some women," he interposed. "But that woman will remember."

"How do you know?"

"How do I know?" Well, it's part of my trade to size people up pretty quickly, especially women. They wear their hearts on their faces, you know, and their purses are in their eyes."

"You speak well," I said. "How comes it that you are a—"

"Gentleman of the road? Well I don't like work. It doesn't agree with my constitution, and I can pretty well always rub along comfortably; and I generally manage to steer clear of quod—prison, you know. But sometimes I have only escaped by the skin of my teeth."

"How do you manage to live?"

"Well, I don't know, exactly. Some of the women are very generous, especially if they hear a man speak properly. They're hot uns to jump at conclusions, and they at once think that a fellow's seen better days—of course no fault of his own, never is, in the eyes of the women. How do I live? Well, I don't quite know. I'm seldom real hard up, it seems to come of itself, you—the posh, I mean; beg pardon, money."

Somehow the man interested me, and as by this time I had begun to feel an aching void—a longing for dinner—and as a favorite inn was close handy, I invited him to come and have a snack with me.

"Well, I usually dine late," he said, "but as you are so pressing I don't mind—in fact, I should be rather pleased."

Our lunch concluded, I decided to make across the country and thence home, so at the next turn to the right I bade my companion farewell and began to mount. He called me:

"Tell me your name, please."

"Quill, Harold Quill," I said.

"All right. I'll remember that, and if I can do you a good turn at any time you may count on me. My name is Hunter, John William Hunter. Good afternoon."

Somehow I lost interest in that ride home. It wasn't that I was particularly susceptible, but the little event of the morning, coupled with the tramp's peculiar remarks, kept recurring to my mind. "I'm a fool," I said to myself, "it was nothing out of the common. Anyone would have done





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the same, given the same opportunity." And then it occurred to me that chance is a fine thing, which reflection was irrelevantly followed by another to the effect that there is nothing a woman likes so much as to be under a sentimental obligation to a stranger. She broods over it until the stranger becomes half a god in her eyes. I do not know which of all the gods he becomes half of, not being a woman.

However, nothing came of my chance meeting. I was frequently down the same road, not more frequently than before, I think, but still frequently. Yet I never met my fellow-cyclists of that morning. Often when passing the spot where the tire was repaired I caught myself expecting to see the same fair form, and hear the question, "Can you help me, please?" but it was only an ephemeral fancy, I told myself so often, that at length I came to almost believe it. If it were but such a passing fancy in reality it took a long while to pass, for at the end of six months it had made no further progress, save that with each day I found myself getting more and more anxious to renew the acquaintance thus casually made. I believe that in many cases absence makes the heart grow fonder of somebody else; but it was not so with me, and the more I thought of the fair stranger the more I invested her with the halo of romance, until at length it began to seem that she could not really be a woman of flesh and blood, but some dainty goddess, born of my own imaginings.

Six months from the time of our first meeting found the world jogging along much as before, and equally oblivious to the joys and sorrows, the pleasure and the pain, that is all around. Christmas had passed, and the filip to the festive season thus given had not been without its effect. Dances were in full swing, and of course it was incumbent upon me to be present at several—for the sake of my health. And it fell upon a day—or rather night—that I decided to look up my old friends of the Silver Cross C. C. who hold their dances at the Westminster Town Hall, which is about five minutes' walk from the abbey of that name. Now, if there is one thing that I do detest it is to arrive late at a dance. Dinners and suppers don't matter, for the only result is that one gets served without waiting. Smoking concerts do not matter, either, for one only misses what is hardly likely to be worth the hearing. But to be late at dances matters very much, for all the pretty girls have their programmes full by the time you arrive, and the very girl you had settled to monopolize during the interval has been snapped up by some other and more punctual fellow.

Bearing all these facts duly in mind I started quite on time, but before reaching the railway station near my home a fairly thick fog came on, and this increased to such an extent that my arrival at Charing Cross was considerably delayed. Thus it happened that by the time I reached Westminster Town Hall the first dance had begun, and I had the pleasure of waiting till its finish. Of course all the pretty girls would be sure to be fully engaged, but that could not be helped, and I reasoned myself into quite a philosophic state of mind over it. Just then there appeared a vision of something lovely in white satin, and as it swept by I instinctively felt that this was to be the second meeting with the lost young lady. And so it proved. Scarcely daring to take my eyes off her I watched till she found her place and then wondered what it was best to do. I could not go over to her and say, "If you please, I am the fellow who mended your tire—will you give me the pleasure of a dance?"—it would be really too ridiculous to attempt claiming acquaintance that way, neither could I approach her brother on any similar pretext; for I noticed that he had been her partner in the dance just ended. There was no time to be wasted, and yet what was the best thing to be done? How I envied some evidently old friend who strolled up quite easily and claimed a dance; two or three, I fancied, judging by the time he detained her programme. The wonder was that I did not cross the room and throttle him on the spot.

Just then it occurred to me that probably the secretary of the club could give me some information as to the lady's identity. But inquiry proved of no avail. At this stage her brother went across and spoke to her. "I'll ask him who she is," said the secretary. "She is his sister, I know that much," was my reply. "Who is he?"

"Can't recollect his name for the moment, but he's one of our new members."

"Well, fire away. See if the lady has any dances open. I have a blank programme," I said. Then very carefully I watched the secretary speak to her brother, obtain an introduction, exchange a few words with the lady, bow and retire. He returned to me. "She has not a single dance open," he said.

How that evening passed I have never been able to remember. There is a sort of dim recollection that during one of the square dances I happened to be in a set adjacent to one where danced that vision of something lovely in white satin, and that she looked my way more than once, a look of half recognition in her violet eyes, but I can not be sure.

At length there remained but one more dance before the end, and I again found myself in conversation with the secretary. I was busily lying, to the effect that I had enjoyed the dance very much, which might have been true if that train had not been late. But somehow lies have a habit of coming true on their own account, and that was so in this case. I was looking across at that white satin dress, which was close to the band, and noticed that instead of the number fifteen, indicating the next dance, being placed on the board, a card with the words "extra waltz" was put up. This extra was my salvation. The music commenced, the dancers whirled, but my lady in white was claimed by none. "Quick, old fellow, give me an intro.," said I to my companion, who replied, "Can't recollect her name, old man, but that won't matter."

In a very few seconds we had joined the throng, and my life had not been lived in vain. All too soon that extra waltz came to an end, but at the least I could count on a couple of minute's chat. Existence is made up of minutes, not of hours, and often the occurrences of a very few moments will change the whole course of a man's life.

"Somehow I seem to recollect having seen you before, or met you somewhere," she remarked, very pleasantly.

"Yes, I was in the set next yours just now," I said. (That tire incident would not bear recalling.)

"Of course I didn't mean that, you know; but really, I do think we have met before. Are you a cyclist?" And this query seemed to bring back the incident. "I know," she said, "unless I am very much mistaken, you were kind enough to repair my punctured tire, six or seven months ago."

"You are perfectly correct with regard to the incident."

"Then why ever didn't you say so before?" she asked.

"Because it would ill-become me to presume on so very trifling a service as that."

"When you know me better, you will learn that I do not forget a friendly action, great or small."

Here was hope for the future. "When you know me better." That was a sentence to be pondered over. And then a stranger claimed her for the final dance, leaving me disconsolate. But as she went out of the room she passed me near enough to ask, "Will you be at the next?" and almost before I could jerk out an affirmative reply she was gone. Several inquiries failed to elicit her name, and my idea of waiting till she came out for her carriage was speedily put to flight when I noticed that there was barely time for me to catch the last train home. Had I been anywhere near sure of my ground I would willingly have waited and missed the train, for there is nothing to worry about even in a seven mile walk, provided the weather be reasonably fine. I could have braved the fog with the greatest pleasure, but it struck me that it was something more than a trifle ridiculous in a fellow waiting on the off chance of exchanging half a dozen words with a girl whose name he does not know, and who may be possibly too occupied to even look his way. Such an experience would be really too mortifying. Therefore, I reluctantly concluded to catch the train and leave the rest to chance, which had not played me so very false after all. "When you know me better, when you know me better." This phrase kept constantly recurring, and I at length began to feel perfectly assured that its realization would not be long delayed. But it was.

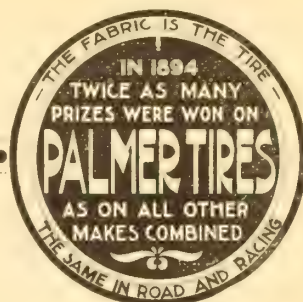
A month passed, and the date of the club's second dance duly arrived. Determining not to be late this time, I got to the hall unduly early, only to pass the slow moments in suspense, awaiting each succeeding arrival, and hoping for the appearance of the one I so eagerly expected. But my wait was in vain, and as the time went by very varied were the thoughts that passed through my mind. At first I congratulated myself on being promptly on the scene. Of course I should be able to obtain her programme early, and with luck might even secure the coveted interval dance. Later on, I noticed with pleasure that as there were rather more ladies than men, a late arrival would secure but few partners, and to that end I kept myself free from engagements, despite the energetic persuasions of my friend, the secretary. Then at length it became a certainty that the lady would not be present, and of course I vowed she had forgotten all about it; was laughing at the way I would be vainly waiting; never intended to come at all; had sent an emissary to view and report upon my discomfiture; these and a good many more equally absurd and contradictory explanations of the lady's absence presented themselves to me. In such a case I do not believe that the correct or even a rational reason ever occurs to a fellow. It's hardly in human nature that it should.

A week later I was making the best of my way up Drury Lane, being bound for the west end in order to make a call upon a firm of publishers. The afternoon was closing in, and there was a heavy sort of mist hanging around which made it difficult to distinguish anything more than a few yards away. Queerly enough, as I walked along in apparent unconcern, the events of five weeks back recurred with considerable freshness, so much so as to cause me to look round sharply more than once, for it seemed that the object of my thoughts could not be very far away. Here reason was again at fault, for whatever would be likely to induce a young lady to seek the purlieu of Drury Lane on a misty afternoon? Nothing, of course, while the obvious danger from pickpockets and sneak thieves would amply suffice to keep her away.

Just at that instant there was a little shrill scream and a man came running in my direction. Instantly connecting the one incident with the other I planted myself in his way to such purpose that he rolled over in the road; but while stooping down to secure him I was myself knocked flying by a drunken man who rolled up against me. When I arose of course my quarry had gone, so the only thing was to go for the drunken man, who might very possibly be an accomplice. Seizing him rather roughly, he spoke in a thick, incoherent tone to the effect that he was all right and so forth. But the light in a shop window revealed the face to be none other than that of the tramp with whom I had had the pleasure of dining, some seven months before. We recognized each other at the same instant, and he instantly pulled himself together, thus proving the correctness of my suspicion that his drunken gait was assumed. "What's up, sir?" he said. "I expect you know better than I do," was my reply. At this moment a lady came upon the scene and the same illuminated window that revealed the tramp showed the lady to be the object of my thoughts.

"My purse has been stolen," she said, and having got thus far she saw





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25 miles, Wm. Martin, 1:08:31

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who I was, then she added, "Oh, I am so glad to meet a friend. I don't know what I shall do. My purse contained all my money and my railway ticket, besides."

"Here," I remarked to the tramp, "Can't you help me out of this? I'll make it worth your while."

"Right you are, sir," he replied. "In ten minutes the lady shall have her purse. Meet me at the bottom of the lane, by the bookseller's, at the corner of Holywell Street." With that he disappeared, and the young lady said, "I don't think we shall see him again."

"All right," was my reply. "Let's wait his ten minutes, and if we wait vainly, at the least I can see that you arrive home safely."

We did not talk much after that, but at length I said, "How comes it that you are in such a place on such an afternoon?"

"I have been to the British Museum, copying a statue, and am now making the best of my way home to Wandsworth. How strange that I should meet you!"

This did not seem to call for an immediate reply; and punctually at the end of the allotted time my tramp turned up, handed the purse to me, and I restored it to its owner, with the request that she should ascertain the extent of its depletion. It was with some surprise I learned that nothing had been touched, and for this I heartily thanked the tramp, at the same time offering him a fairly substantial reward.

"Not I," he said, with a shrug of the shoulders, "you did me a service, and I'm glad to have the chance of proving I appreciate it."

"Well, take this," I said, handing him my card, "and if ever you want help, come to that address." He briefly thanked me and disappeared.

"By his speech, one would think he had seen better days," said my fair companion.

"That is his method of gaining a livelihood," I replied, and forthwith detailed as much as I could remember of the eventful day when first we met.

"Ah, I recollect. As he passed you he said something about a nurse. What did that refer to?"

"Well, I nearly collided with him some distance up the road, and he said I wanted a nurse to look after me."

"Very rude, I think. Then when he saw you with me, he said you had found your nurse. That's clear enough now. But why did he bring back my purse? That is what I can not understand. You must have seen him afterwards, for he spoke about you having done him a favor."

"It was nothing. I merely had dinner with him, and paid."

"But he evidently does not forget."

"That is strange."

"What is? What have I said?"

"Well, you have spoken about that tramp exactly as he spoke about you."

"Really, this is quite interesting. What did he say about me? Do tell."

"Since you seem so interested —"

"Not seem, please; I am."

"That is very kind. Then, since you are so interested I do not mind telling you that the tramp made some very queer remarks. He said that we—you and I—would not continue strangers. He said you would remember even so small a service as chance had put it in my power to render."

"He spoke truly. He must be able to read people very quickly."

"He can. He said it was part of his trade."

Changing the topic of conversation, I asked whither my companion was immediately bound.

"To Charing Cross; I may perhaps see my brother there, but he is rather uncertain. I am sure he would be very glad to meet you, Mr. —"

"Quill."

"Thank you. My name is Dearing: Nellie Dearing."

"Quite an N Dearing name!"

"Now I ought to be angry with you for making such a remark, which is both a vile pun and an abominable familiarity"—this with a roguish smile and a merry twinkle of those violet eyes—"but really I can not be cross, for I am very considerably in your debt. It is no exaggeration to say that I look upon you as a kind of saviour."

"Indeed!"

"Yes. You know you have saved me three times."

"I was not aware of it."

"Oh, nonsense. In the first place you saved me a five mile walk—"

"Not so," I said, "for your brother had the repair outfit."

"It doesn't matter. He might not have come back. That he did do so was an accident for which you were not responsible."

So ever do women magnify slight services—on occasion!

"In the second place," she continued, "you save me sitting out an extra; while you have today saved my money—which wasn't of much account, and my purse, which was. It was the gift of an old and valued friend, whom I love very dearly—"

"Ah!" in a tone of disappointment.

"And who is now married—"

"Ah!" in a tone of considerable relief.

"So you see that makes three times. Now, sir, what have you to say for yourself, what is your defense for having placed me so inextricably in your debt?" she added with almost aggravating archness.

"Chance must be blamed, not myself. I did not do it intentionally,

though if the truth be told that was not my fault. Still, looking at matters fairly and squarely, I have nothing to regret."

"Nor have I." There were three volumes of meaning in those three words, at least so it appeared to me.

By this time we had reached Charing Cross station, where Mr. Dearing was found to be waiting, and the lady at once proceeded to formally introduce me, the while recounting the adventure of the afternoon. Let it suffice to say that Miss Dearing's apparent satisfaction was fully shared by her brother, who insisted that I should accompany them home, to which request I was only too pleased to consent.

During the evening I took advantage of a favorable opportunity to ask the young lady where she was a week previous, and why she did not come to the dance as promised.

"I fully intended to do so," she answered, "but Harry was unexpectedly detained at his office, and did not get home till too late. There was nobody else who could take me."

A most satisfactory reply in every way, as will be readily admitted.

That evening passed all too rapidly, but there was compensation in the fact that it was steadily impressed upon me to come again soon. The indefiniteness of this was not so definitely inviting as perhaps I wished, but before leaving Miss Nellie had appointed both a day and an hour, which, needless to say, were religiously kept.

"It almost appears," said Nellie on the occasion of my next call, "as if we had known one another for ever so long, and I want to ask if you will be so kind as to take me to the next Silver Cross dance, supposing that Harry can not come. He says he will, but his business is a little uncertain." Of course I promised, readily and gladly. Strangely enough, during the afternoon of the dance, Harry wired me that he could not get away from the office. So Nell obtained my escort, and—but I do not think it necessary to recount the number of dances we had together.

As we were returning home, I said: "You were good enough to say that I had saved you thrice. May I make it four?"

"There is nothing more you can save me from, is there?"

"I think so."

"Indeed! And what may it be please?"

"Can you not guess?"

"How should I?" she asked. "Is it a riddle?"

"No, but there is a little puzzle in it!"

"Is that so? In what way?"

"Well, I am in a quandary as to what you will say when I tell you."

"How can I solve your puzzle if you don't tell me?"

"Then have I your permission?"

"Certainly."

"Well, then, it is this. I believe your single-heartedness is irremediable, but may I save you from single-blessedness?"

"If—if you will."

We were silent for some time, and then Nell said "You know, dear, I think we have done quite right, and I am very, very glad. There is always supposed to be a sort of finality about three times. You break a piece of china, and you are sure to break two others. The auctioneer always says, 'third and last time,' and the—"

"Parson says 'this is for the third time of asking,'" I supplemented.

"Quite right, dear. Well what I was going to say was this. Three times you have saved me for my own pleasure. That completes your tale. And it is therefore only fair that the fourth time should be a mutual affair."

And a mutual affair just about describes it.

#### The Lenz Relief.

A committee, consisting of J. J. Purinton, John W. Grove and J. P. Langhans, has gone to work to organize a relief expedition to go in search of Frank Lenz, the globe girdler who is lost in Persia. Congress will be appealed to, and the state department urged to renew efforts in view of the Armenian outrage at Biflis, Turkey, of which there is no doubt but that Lenz was in the midst of, and is now held captive by the Kurds.

J. W. Mann, of Bloomsburg, Pa., does not handle hardware, as reported in the trade changes last week, but does a wholesale and retail business in bicycles and sporting goods.

The Dodson Mfg. Co., formerly at 12 Sherman Street, have removed their office and salesrooms to 233 Randolph Street, Chicago. They are agents for the Spaulding Machine Screw Co., of Buffalo, N. Y., the Simonds Rolling Machine Co., of Fitchburg, Mass., and also handle bicycle materials and sundries, lamps, lamp brackets, cork grips, fork sides, wood and steel rims, tubing, etc.

The Parker Cycle Co., of Reading, Pa., besides handling the Wilhelm in Pennsylvania, New Jersey, Maryland, and Delaware, will manufacture the Alert, listing at \$80. They will build two models, a roadster weighing thirty pounds, and a road racer, weighing twenty-five.

Through an oversight the announcement was made in the trade changes that the Elmore Mfg. Co. had moved from Clyde, Ohio, to Elmore. The Elmore company have been located at Clyde for some time, and will continue to turn out high-grade wheels at the same old stand.

R. M. Beck, formerly superintendent of the Pope Mfg. Co., of Hartford, has succeeded Mr. Satterlee as superintendent of the Union Cycle Mfg. Co.



## HAPPY BICYCLE DEALERS.

**Bright Prospects for Wide-Awake Representatives of the Leading Line of Wheels.**

There is one bicycle dealer in almost every town in this country who is not worrying very much just now over the prospect for next year's trade. This fortunate individual feels that business will seek him in plenty during the coming season with little effort on his part. Not that he proposes to be slothful at all. He intends to work early and late to take advantage of the opportunity, for everything seems to be pointing to a demand for his wares such as he will have difficulty in meeting. This happy man is the agent for Columbia bicycles at the new price of \$100 in 1895. If he has had a glimpse of a new model he is happier still, for never in the history of the cycling industry have handsomer, stronger, more elegant wheels been produced. They are models of lightness and the latest ideas in bicycle construction.

There is a bicycle in the Columbia line for every sort of man, woman, and child—singly and in pairs—and the machines are all of a quality and finish that make any suggestion of a "special" machine at a higher price an absurdity. The result is that \$100 will be the highest price paid in 1895 for a bicycle. That price will be willingly paid for Columbias, but no one will pay more for any other wheel—no matter what is asked—for there can be no better bicycle than the Columbia, and riders everywhere know it.

But the Columbia quality and price are not the only reasons for the Columbia agent's contented frame of mind. By the side of the Columbia, on his showroom floor, will stand a lower priced machine of high grade—the Hartford—which will sell for \$80. This wheel is surely going to make a sensation during the coming season at its price. The Hartford isn't claimed to be "as good as the Columbia"—but it is as good as any other bicycle made. In fact, as one wide-awake man put it—"If a bicycle buyer doesn't want a Columbia, then his expenditure for a wheel should not be over \$80, for that's the price of the next best wheel made."

Then the Columbia agent will also have a remarkable wheel in the Wizard bicycle, also made by the Hartford Cycle Co., selling for \$60. The Wizard will be a thoroughly high-grade machine, but of only two models—one for men and one for ladies—a fact that accounts for the high quality of this machine at its price. The Wizard bicycles are being made in enormous quantities, and those who do not care for the utmost nicety of adjustment to bodily conditions, can have in this wheel a satisfactory mount at a very moderate price. There are also twenty-six-inch Wizard bicycles for boys and girls. These will sell at \$50.

Columbias, Hartfords, and Wizards are the wheels that the Columbia agent will have the exclusive chance to sell in 1895. They meet every need of quality and price, and, best of all, there is no doubt about the high satisfaction each machine will give. The Pope reputation is back of every machine.

### To Make Tire Repair Easy.

The method of repairing all tires of the single-tube pattern is simplicity itself. But, in order to do the work most efficiently and with the least trouble, special tools and patches have been devised by the Hartford Rubber Works company, and a complete outfit of these, including everything that can be needed in the repair of a single-tube tire, can be carried in the vest pocket, as has been demonstrated in the special repair case made by this concern. This case sells for but 50 cents, and can be had of almost any cycle dealer. It should be carried by every user of single-tube tires.

### COAST RECORD AGAIN LOWERED.

LOS ANGELES, CAL., Nov. 30.—The fall field-day of the Los Angeles Athletic Club did not attract as large a crowd as was anticipated. The weather was all that could be desired, and the sport provided was fully up to the high standard furnished by this club. Although no exceptionally fast time was made, the wheelmen, as usual, furnished the best sport, and of course the cycling events were most appreciated. The first event on the bicycle programme was Fay Stephenson's attempt to lower the American century record, and although he did not come within ten minutes

of the American record, he chopped half an hour off the coast record.

He was paced by Emil Ulbricht and Tom McAleer, and completed the seventieth mile in 3:16:49. The pace for the next ten miles was a little too warm, and in the eightieth mile his legs gave out, but his pluck kept him at his task, and he finished his hundred mile spin in the very good time of 4:47:11.

The mile, Class B, was a good race from start to finish. W. A. Burke passed over the tape five yards in front of Fritz Lacy. Time, 2:31 $\frac{1}{2}$ .

Pacemakers were introduced in the half mile, Class A, and the men kept well together until within a few yards of the tape, when D. D. Burke shook the bunch, and passed over the tape, a winner in 1:12, with W. A. Taylor second. The next event was the two mile Class A, and a field of fourteen started, with W. A. Taylor on scratch, and the limit man with 200 yards. Taylor started out at a terrific pace, but could not keep it up, and died at the commencement of the second mile. The limit men led for three-quarters, but were soon overtaken by the smaller handicap men, and the back mark men could not catch up until the last lap. Whitman, with fifty yards, finished first, with Smith, 100 yards, second. The three mile handicap, Class B, ended the day's sport. Ulbricht, scratch, was looked on as a sure winner up to the last quarter, when Lacy, scratch, spurted, and passed the little German within a few inches of the tape. Time, 7:52 $\frac{1}{2}$ .

# The Columbia Pad Calendar For 1895.



A Desk Calendar is a necessity—most convenient kind of storehouse for memoranda. The Columbia Desk Calendar is brightest and handsomest of all—full of dainty silhouettes and pen sketches and entertaining thoughts on outdoor exercise and sport. Occasionally reminds you of the superb quality of Columbia Bicycles and of your need of one. You won't object to that, of course. The Calendar will be mailed for five 2-cent stamps. You need it.

Address Calendar Department,

## Pope Manufacturing Co.

221 Columbus Avenue,

BOSTON, MASS.



# FLASHES OF CYCLING LIFE

BY THE  
IDLER

The

question of transportation is, after all, the most important in the whole social fabric. Everything else—all other questions—are subordinate to it. Society advances and improves in direct ratio to improved methods of going about from place to place. Transportation is the basis of all advancement. This may seem a rather odd assertion, and will be doubted by many who are not given to thinking and close analysis, but the truth of it is so simple as to be easily demonstrated to the most simple-minded.

If we pause to think it out it will become clear at once, and the analysis is worth the time and space for all cyclists; for, as I believe, the bicycle is the prototype of the ideal transportation of the future.

Let us suppose, for the sake of the argument, that a community exists in the heart of Africa, surrounded on all sides by impenetrable mountains and wildernesses.

Let us suppose, again, that this community is blest with a knowledge of an almost perfect science, and all that it gives—except the knowledge that will enable it to overcome nature and get out of its prison. Of what good to the world at large will the science of that community be? Its members may live in marble palaces, may have solved all problems of sociology, may have conquered all disease, may be perfectly happy. And yet on the other side of the mountains there may be living tribes of savage, naked cannibals.

The whole world might be in the throes of despair, disease, poverty, and ignorance so far as that community was concerned, and the community, rich in knowledge, would be unable to help the world a jot. But let some genius arise who would solve the problem of transportation and enable the members of the community to get out and share the benefits of that science with mankind at large, and how fast would be the improvement, how almost immediate would be the relief. The steamship, the railway, the electric telegraph (which is really a method of transportation), have done all that has been done to enlighten humanity. The printing press was powerless until it was reinforced by the railway locomotive, and since the discovery of the electric telegraph education has made its real march onward.

As transportation facilities have been made cheap and rapid, ignorance and superstition and poverty have given way to enlightenment, science, and prosperity. Tyranny has been overthrown by liberty, and by the opportunity to change his environment when it was hurtful to him, man has become, in a comparative degree, his own master. The splendid and almost miraculous growth and prosperity of this country are due directly to the railroad. And Chicago, that marvel of the world—Chicago that in twenty-four years has sprung from a heap of ashes into the most magical city of history—has its name in the names of more railroads than any other word on earth except the word "and."

As men by ease and rapidity of transportation have been enabled to move about on the surface of the earth, and thereby afforded chances of exchange in ideas, commerce, industry, and wealth, the world has improved from bad to good, from good to better. Compare the progress of mankind during the century now closing with that of the century before or of any three previous centuries.

Another proof of the dependence of advertisement on transportation, is found in the fact that in those countries from which the railroad has been shut out—such as China—the people have remained stationary or have retrograded. Today China is no better off than she was 500 years ago. Probably her condition is worse far, and the population has increased.

So much for the general theory. Now for its particular application. Until a few years ago inventors of methods of transportation confined themselves to the devising of machinery that would carry numbers of people at once. So well have they succeeded that now a rate of a mile a minute is encompassed on land and twenty-five miles an hour on sea, and inventors are turning their attention to the air.

The man who first improved the old wooden bicycle was a true benefactor. From that moment many inventors studied methods of facilitating the transportation of the individual, and the pneumatic wheel of 1895 is the result. When the air shall have been conquered and its navigation made easy and rapid, the only step that remains to be taken will be to place at the disposal of every individual the means of traveling whithersoever he may

elect with great speed, perfect safety and at a cost which will be practically nothing. This machine, whatever it will be, is to be the bicycle of the future, and will be used almost to the exclusion of all other lines of travel. When a man can go on his air-machine from Chicago to London in 2 hours, why should he take an air-ship?

This idea of some perfected method of transportation for the individual is by no means new, but no writer that I have ever heard of has observed that our "cycle" is the concrete representation of the ideal wheel of the sky.

## Globe Riders a Failure.

There is now little reason to doubt that Frank Lenz, the courageous world-girdler, has fallen a victim to his ambition, and has been murdered by the robbers on the boundaries of Persia.

His fate should be a warning to all young cyclists with a taste for the wildly adventuresome. The game is not worth the candle, as the saying goes. In the first place, a trip around the world on a wheel is not new. When Thomas Stevens did it, it had the merit of novelty, and attracted wide-spread attention, not only to Stevens, but to the publication that was backing him. It was the making of Thomas, too, and the reputation he won on that famous tour stands him in stead. But when Tommy returned all the cream had been skimmed off this jar, and nothing was left but thin milk for his successors. Allen and Sachtleben followed him, but although they are only a year or so home, they are already forgotten.

Poor Lenz started on an old and beaten track which had been exploited before, and even if he were to succeed in his work, the result would be *nil*. Absolutely nothing was to be gained from this adventure, save just what, let us hope, has *not* happened—the death of the adventurer.

The bicycle may have a great mission to perform in the world, but I am satisfied that bearing a lone man through the wilds of Asia, is not part of it.

## British Indignation.

When it comes to bull-dog tenacity and fixity of purpose, commend us to your British subject. The landlady of a country hotel, The Hautboy, in Surrey, England, took a stand on the question of rational dress, as the "knicks" for ladies are called over there, and point-blank refused to allow a lady rider so attired to dine at the hotel. This made a party of twenty-five cyclists who had ordered dinner there huffy, and the whole crowd cut the hotel dead, allowing the dinner to go to waste. Still the landlady refused, and suffered the loss rather than go back on her principles.

I can readily fancy this corpulent and comfortable proprietress standing in her doorway, shaking her fist in the face of the young lady in the picturesque garb, and speaking something after this fashion:

"'Pon 'onor Hi never seed sech a brazen faced imperant 'ussy in hall my life. The idear! 'Er a comin' hin 'ere with them pantaloons on 'em and a



darin' to set 'erself down at my table! Get hout ye bold-faced piece! Get hout! Well, Hi 'opes as Hi may die if she don't look like the man in the pantomime Hi see w'en Hi was in Lunnon!" and so on, ad infinitum.

Then we can imagine the indignation of the lady assailed, and the indignation of her friends, and the roaring time there must have been around The Hautboy all the next week.

Mrs. Clarke—that is the name of the lady who wore the knicks, now says she is going to sue the landlady for damages. If they had such a thing as a supreme court over in England (which they haven't) it would be safe to say that that case, whichever way the lower courts went, would find its way to that *dernier resort*.



# DIRNBERGER.....



On his  
Crimson Rim



# SYRACUSE

.....

The portrait was not "taken from life," and perhaps it doesn't do "Our Mike" justice, but "Dirnberger on his Crimson Rim Syracuse" will be a very lively combination next season. Fasten your eye on the Crimson Rim.

.....

## Syracuse==Successful Sellers.

.....

Manufacturers,  
**Syracuse Cycle Co.**  
Syracuse, n. y.

KEEP YOUR GLASS  
EYE ON OUR  
**HOLIDAY  
AND  
SHOW  
SOUVENIR.**

South-Western Agents,  
**a. f. Shapleigh Hdw. Co.**  
St. Louis, Mo.



# To Get Rich in '95,

sell a wheel that never needs repairing,

*The Sterling.*

A wheel that will make its own mark,

*The Sterling.*

A wheel that has made a *reputation* over the entire country,

*The Sterling.*

A *fast* wheel, the fastest made,

*The Sterling.*

A light, strong, rigid wheel, that improves upon acquaintance,

*The Sterling.*

A wheel that will make the other fellow jealous of your success,

*The Sterling.*

Let us hear from you about it.....

**Sterling Cycle Works,  
Chicago.**



## CALLAHAN WAS DISQUALIFIED.

BALTIMORE, MD., Dec. 10.—There will always be great dissatisfaction about the Thanksgiving Day road race, and it may even get into the courts. As told in last week's BEARINGS, the officials are still muddled over their decisions. During last week they sat in secret conclave at the Baltimore Club until midnight, after which they were unable to announce their decisions, but left the matter to Referee Arnold as to first place. Arnold disqualified Bateman, whom the judges and scorers said had got first place, because his entry blank read, "Never raced," when they said that he knew he could do ten miles in less than 30 minutes, and should have said so. With Bateman disqualified this made Ives still the winner. Callahan and Diffenderfer, from New York state, whom the officials originally said had been second and third men, were cast out of the finish places altogether, and Callahan was disqualified for taking pace from a tandem, which performance evidently was not known to the judges at their original sitting. They gave first time prize to Church, from Chester, Pa., whom they had originally said had not finished at all. Diffenderfer got second time prize. Howard A. French, whom they originally said had not finished, got tenth place, and the others on the card were shuffled to fit. The result of all this is that it seems no one is satisfied.

There has been much talk here of a change in the constitution of the Maryland division. The unattached members have been writing to the newspapers here showing alleged reasons for the change. If the unattached put their shoulders to the wheel they can get what they want. In this division, however, the unattached have always cut an insignificant figure. At their last meeting, called to elect delegates to the nominating convention, only a handful turn out. Unless they do better, the constitution will stay where it is. Their chief aim seems to be to get more representation on the official boards. They claim that the clubs should only allow representation in proportion to the number of club members actually present when voting on League affairs, instead of in accordance with the number of the club's members.

## E. W. POPE'S REPORTED RESIGNATION.

BOSTON, MASS., Dec. 12.—E. W. Pope was seen today in regard to the rumor about town that he had resigned his office of treasurer of the Pope Mfg. Co. He said that he would not go to Hartford, and that he would remain in Boston, traveling between the two cities as is his custom. Said he: "There will probably be some changes, but I have not yet resigned, and hope to continue with the Pope Mfg. Co., or any other firm that may be formed. I have not resigned from the board of directors. There will no doubt be a change of some sort which at the proper time will be announced." It is pretty generally said, however, that Mr. Pope's resignation is assured, and that Mr. E. A. Patterson will succeed him as treasurer. What his reference to any other concern which may be formed means, nobody seems to know.

## MASSACHUSETTS STIRRING HERSELF.

BOSTON, MASS., Dec. 12.—The annual meeting of the board of officers of the Massachusetts division was held in this city tonight, and it was long after midnight when the meeting adjourned. There were fifty-one members present. Sterling Elliott, the new chief consul, took the chair for the first time, and outlined his policy in his opening address. He said that he wanted 10,000 members for the division before another year, and recommended the establishment of a division headquarters, and said that this would be a business administration. He recommended the establishment of an executive council, to consist of the chief consul, the vice-consul, the secretary-treasurer, and the chairmen of committees, who should consult with the chief-consul in matters of importance to the state. He strongly urged the strengthening of the local consular service, and said that he was going to appoint a local consul in every postoffice in the state. He recommended that the division take steps toward the amending of the National constitution, so that a man's membership may begin at any time and run twelve months. He announced the establishment of a department of publicity, and said that he was going to appoint George L. Sullivan as its chief, as Mr. Sullivan had suggested the idea. He refused all salary.

Routine committee reports were then received. Messrs. R. Swan, C. W. Fourdrinier, and J. F. Adams were elected members of the finance committee. The following delegates to the National Assembly were chosen: A. D. Peck, J. C. Kerrison, J. S. Dean, S. T. Williams, H. W. Robinson, W. C. Dillingham, Arthur K. Peck, Henry Crowther, C. W. Fourdrinier, G. L. Sullivan, N. W. Harbird, Arthur Robinson, J. F. Adams. It was voted to establish division headquarters and to reduce the appropriation for the secretary-treasurer's office from \$500 to \$200. It was voted that it was the sense of the meeting that the spring race meet should be awarded to the A. C. C.—this organization promising to pay the division 20 per cent of the net profits. A committee of five will be appointed by the chief consul to act with a similar A. C. C. committee to do preparatory work in getting the National meet for Boston.

## NASHVILLE TRADE NOTES.

NASHVILLE, TENN., Dec. 10.—The dealers in Nashville are all of the same opinion, viz., that cycling is still in its infancy in that city, but all are confident that within a year it will become a popular craze, as some of the best classes of people in the city are becoming staunch advocates of the

sport. The past season is the first one in the annals of the city that the ladies have thrown aside their riding habits and taken to the wheel, and, although the percentage of lady riders is small, it is rapidly increasing. The dealers are preparing for a big season in 1895, and it is the general opinion among cyclists that cycling will become immensely popular among all classes of society in Nashville, as the pikes running in all directions out of the city are excellent, and there are many places of interest in the vicinity.

### J. C. Combs

handled the Rambler, Waverley, and Clipper, with the Rambler for a leader, during the season of '94. Mr. Combs disposed of 250 wheels during the year—actually doubling the sales of the preceding one. The average sales of ladies' wheels show a very small percentage, the amount sold being only ten. Mr. Combs is a veteran wheelman, and well known in cycling circles in Nashville. He is one of the old school, and is a staunch advocate of good roads.

### J. H. Fall & Co.

handled in 1894 the Columbia, Victor, Monarch, Kenwood, and St. Nicholas. They disposed of 250 wheels, and will handle the same line in 1895, with the addition of one more high-grade wheel, but as yet they are undecided as to what they will select. They are preparing for a much heavier season in '95, as they expect to double their sales. They have made the Columbia their leader during the past season.

### Geo. R. Curry

handled the Cleveland and Crescent wheels in '94, and disposed of sixty Cleveland and twenty-five Crescent wheels. He has sold more ladies' wheels than any other firm in Nashville, and will handle the same line in '95, with the addition of one more wheel. He is one of the oldest merchants in Nashville. Mr. Curry has lately become a happy husband, and when THE BEARINGS' correspondent called was away on his bridal tour in the north and east, where he will visit all of the larger manufacturing firms. The business is conducted in his absence by his brother-in-law, Mr. Dorris.

### Grey, Fall & Co.

handled the Sterling and Falcon in '94. They opened their bicycle sales-rooms, in connection with their large hardware store, in June, 1894, and have disposed of fifty wheels up to date. They made the Sterling, of which they have the southern agency, their leader. They will handle same line in 1895, with the addition of one more high-grade wheel, probably the Fowler. Mr. Grey is an enthusiastic wheelman, and has great hopes for the 1895 season.

### Donegan & Wheatley.

The large hardware firm of Donegan & Wheatley, who handled the Keating in '94, have decided to drop the cycle business, owing to the ill-success they have had in that line during the last season.

## THE HUMBER TEAM.

NEW YORK, Dec. 12.—Sanger, Charley Murphy, and Ray MacDonald will comprise the Humber racing team in America next year. Willis Troy will manage them.

## The Myrtle Hopkins Fund.

The Myrtle Hopkins fund now amounts to \$630.05—\$39.75 having been subscribed since the last report. The contributors and the amount of their contributions are: A. D. Barker, Grinnell, Ia., 50 cents; F. P. Storm, St. Louis, 25 cents; L. A. Howell, Sterling Cyclers, \$1; John Northcutt, C. H. Robinson, Ed Hofferkamp, C. H. Beeman, A. M. Bunker, E. W. Huston, J. P. Murphy, J. P. Fogarty, T. O. Parker, J. H. Coleman, H. Hofferkamp, J. P. Utt, A. Limpp, H. L. Sattley, M. R. Thayer, Jr., and A. Kunz, of Springfield, Ill., 25 cents each; H. B. Newton, Huntley, Ill., \$2; C. M. Caldwell, \$1; C. A. Krebaum, \$2; W. Irwin, \$2; F. S. Walker, \$2; C. Hickish, \$1; A. J. Walker, \$1; W. R. Ellers, \$1; E. G. Hamilton, 50 cents; O. M. Selund, \$1; E. H. Muth, 50 cents; E. H. Hoffman, 50 cents; E. A. Gatterdam, \$2; E. L. Spicer, \$1; T. Whelpley, 50 cents; Dr. D. S. McArthur, \$2; L. D. Richardson, \$1; F. B. Bartel, \$1; Joe Bartel, \$1; Galesburg Cycling Club, Galesburg, Ill., \$5.

J. W. Kiser, president of the Monarch Cycle Co., has closed a deal with Baker & Hamilton, of San Francisco, for 500 Monarchs to be sold in California and Arizona. Fifty wheels will go on by express for the Christmas trade.

The action of certain makers in reducing their list prices, is a well deserved compliment to the policy of the Western Wheel Works, who, twelve months ago, met the demands of the public by listing their entire line of Crescents below \$100. That the public appreciated this, is evidenced by the enormous sales of the famous Crescent wheels this year. Dealers say that Crescents are money makers. They sell rapidly, give general satisfaction, and require little or no attention. \* \* \*

## HOLIDAY RATES.

The Wabash Railroad will sell excursion tickets as follows: December 19, 20, and 21, to all Canadian points at one fare for round trip; good to return until January 9. December 22, 23, 24, 25, 31, and January 1, to all stations on its western lines within 200 miles, at a fare and one-third; good until January 2. December 24, 25, 31, and January 1, to all central traffic points, including Detroit, Niagara Falls, and Buffalo, at a fare and one-third; good until January 2. Ticket office, 201 Clark Street, Chicago.





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

Vol. II.

CHICAGO, DECEMBER 14, 1894.

No. 15.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL  
WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.  
Direct all communications to The Hill Cycle Mfg. Co.  
42-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

## FOWLER "ORIGINALITIES."

Look out for the "fly" traveling man who attempts to talk on the following good points regarding his wheel—they are ours—they belong to "The Fowler."

We can't prevent other manufacturers who are looking to us for talking, selling, and practical points to "keep off the grass." They'll claim all these as theirs, bye and bye. Never mind, we've lots more coming. In '95 Fowlers three different and distinct makes of tubing will be used. Some makes of tubes will stand a greater side-strain than others—some a greater "mashing" strain, etc. Don't some parts of frames require stronger and stiffer tubes in some places? Why isn't our theory correct?

When we ordered our '95 season's supply of balls from Simonds Rolling Machine Co., we specifically specified that they should all be O. K. balls—meaning absolutely accurate 3-16 inch and 1-4 inch spheres.

We have yet the first representative of a tool-steel concern to come to our factory, and, after showing us his best bearing stock, and then us showing him our Diamond bearings, say that he could not compete with it. P. S.—We don't pay 40 cents per pound for it, like some "unbalanced" makers claim to be paying for their bearing stock. We're workers—skilled mechanics—in the treatment of steel. We understand how to do things in our line.

Wood rims on the Fowler for '95 will be thoroughly subjected to a mineral filler.

The "Wheel" said last week: "The slightest variation in the balls, even to the extent of one-thousandth of an inch, will cause an unequal share of the strain to fall on that particular ball, and thus not only affect the running, but wear the ball race."

"Little things looked after properly in a bicycle factory, mean a good bicycle, eh?"

When the first shipment of balls was received for '95 Fowlers, our stock-keeper took every single ball of last season's stock he could find and boxed them up, to be sent back to the factory to be resized. We only wear ordinary sized hats, and our brain never gets on a rampage and befuddles us with the idea that we are "only one." Oh, dear no! but on the Q. T., we're working our brain lively, and in dead earnest, to turn out good bicycles, and are—"don't you know so?"

The cry for narrow treads in '95 is going to develop some narrow-headed makers who have reduced the length of the rear hub, thereby weakening it, and causing it to buckle easily (never heard of a Fowler rear wheel buckling).

Fowler tread, 5¾-inch, no narrowing of rear hub, or materially reducing length of crank-shaft bracket. Fowler truss frame stiffer than ever.

Say, did you ever stand on one foot for a moment, and then put the other down, and notice the difference? Try it while you read this. Are you? Well, that's just the difference in frames of other makes (one foot down). The Fowler truss frame (both feet down)—plain, isn't it?

What are we justified in saying of the bearings on a bicycle, where, with a simple turn of a wrench, you can adjust them with the fingers? Simon pure acme of perfection, eh? Well, that is the Fowler's way of doing the trick. Fowler bearings are positively without a rival in the wearing, easy running, adjusting, and in a perfect fit.

TEXAS, COLORADO, NEBRASKA,  
KANSAS, AND MISSOURI  
AGENTS

We will do business with you direct  
this year. Let us hear from you.

## Minnesota Agents!

The well-known firm of Kennedy Bros., Minneapolis, dealers in sporting goods and bicycles, will represent the Fowler in your state hereafter. The high reputation and financial standing of this concern, gained by many years of fair and honest dealing, is a criterion of the satisfactory way they will treat you should you desire to handle the Fowler, which if you do will give you entire satisfaction and profit.

Mr. E. S. Winter, in charge of the bicycle department, who is one of the brightest and most favorably known salesmen in the trade, will call on you by February 1st, in the interests of the company, who will job no other high-grade wheel besides the Fowler. Apply for agency.

KENNEDY BROS.,  
36 Washington Ave., S.,  
Minneapolis.

Hill Cycle Mfg. Co.,  
142-148 W. Washington St.,  
CHICAGO.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## TO ADVERTISERS.

Advertisers are requested to get their changes of copy for the issues of "The Bearings" following Christmas and New Years, in on the previous Saturday, as these two holidays will each rob us of a work day.

## WATCHING ADVERTISING.

One of the largest and best known firms of advertising agents, in one of their advertisements, say that there are four necessities in advertising. The first is to have a good article; the second is to advertise in good mediums; the third is to have good advertisements, and the fourth is to keep proper track of the returns from advertising. We will assume, for sake of argument, that none of the advertisers in THE BEARINGS have anything but good goods to offer, and so will pass the first necessity as settled in the right way. In the case of the trade paper, the advertiser himself is quite as well fitted to judge of the worth of the medium as the advertising agent. We have in previous issues dwelt at length on the "get up" of good advertisements. This brings us to the fourth necessity, that of keeping proper track of the advertisements, which at the same time takes us back to the subject, of the best mediums.

There are already a number of firms in the bicycle business that follow very closely the returns from the money they spend with the cycling papers. E. C. Stearns & Co., for example, are not satisfied to merely keep track of letters that mention that their ad. was seen in some particular paper, but when a request for catalogue or application for agency is received that does not mention the name of any paper, a return postal card is sent, with the request that the correspondent state what prompted his letter. In most instances the answer states that an ad. was seen in some one or other of the papers in which the firm advertises. Of course a record is kept of the various papers, and those that show the best returns receive the greatest amount of business.

This plan is very good so far as it goes, but it should be followed out still further. There is a great difference an between inquiry for a catalogue and a request for an agency. We have a plan to suggest that goes a little deeper into the matter, and will give the advertiser a thorough knowledge not only of what papers bring him the most replies, but of those that bring him the most actual business—in other words, will give a cue on the "business getting" properties of the various papers. The plan is this:

A little record-book should be kept, with a page devoted to each paper patronized. As replies come in each paper should be credited with its proper number. Where no name is mentioned the plan followed by Stearns, as outlined above, should be adopted. If it is too much trouble to follow up each inquiry, then all those that do not make a request for an agency may be passed, but in no case where a correspondent talks business should he be allowed to rest until the advertiser finds what prompted the request. This point settled, place on the answer to his letter a private mark representing the paper to which credit is due. If the inquiry results in business a reference to the copy-book will show what advertising medium has brought the business, and it should be credited with the new agent. At the end of a season it will be an easy matter to look up the agents produced by advertising in the various papers, and the result of their business will give a true indication of the business getting qualities of the various mediums, while the number of applications for catalogues will give an index of the popularity of the paper among riders.

This sort of plan will prove the most valuable to the maker who has a small output, and who is doing only a moderate amount of business, and will give him the truest indication of the value of the various mediums. The big houses that have branches in various parts of the country can not, of course, trace the replies as carefully as smaller concerns. In the first place the volume of business is so great that it will be found almost impossible to keep track of the answers. Secondly, the answers may come to perhaps a half dozen different places, and thirdly, the volume of advertising is so great that the name of the advertiser is familiar to every one in the trade. To the small maker, however, who has but a limited amount of money to spend, and who is desirous of spending it to the very best advantage, the plan will be found invaluable.

The Remington Arms Co. have adopted the P. & M. line of saddles for their '95 machine.

## THE CHICAGO SHOW.

The complete list of intending exhibitors at the Chicago show next month is given below. It will be seen that all of the prominent manufacturers will be represented, and those who attend the show will have an opportunity of seeing every new wheel on the market.

The National Cycle Exhibition Co. are prepared to be first in the field next year, and have selected the week of December 2 to 7 for the Chicago show of 1895-6.

Ames & Frost Co.	Monarch Cycle Co.
Andrae, Julius.	Morgan & Wright.
Ariel Cycle Co.	Marion Cycle Co.
American Dunlop Tire Co.	March-Davis Cycle Co.
Boucher, J. J. & Co.	Mechanical Rubber Co.
Barnes Tool Co.	Mason & Mason.
Buffalo Drop Forging Co.	Motor Cycle Co.
Brandenburg, J. I.	National Cycle Mfg. Co.
Bridger, James.	Niagara Cycle Fittings Co.
Buffalo Tricycle Co.	New Departure Bell Co.
Black Mfg. Co.	New York Tire Co.
Betts, A. U. & Co.	New York Belting & Packing Co.
Braddock Hose Supporter Co.	Newton Rubber Works.
Boston Woven Hose Co.	National Sewing Machine Co.
Bridgeport Gun Implement Co.	Overman Wheel Co.
Columbia Bicycle Co.	Peerless Mfg. Co.
Central Cycle Co.	Preston, E. B. & Co.
Cullman Wheel Co.	Pope Mfg. Co.
Chicago Tip & Tire Co.	Parkhurst & Wilkinson.
Columbia Rubber Works Co.	Pierce G. N. & Co.
Caldwell, John.	Queen City Cycle Co.
Cushman & Denison.	Relay Mfg. Co.
Cortland Wagon Co.	Rouse, Hazard & Co.
Cole, G. W. & Co.	Reed & Curtis Machine Screw Co.
Capitol Mfg. Co.	Rockford Tool & Sundry Co.
Cleveland Machine Screw Co.	Rochester Cycle Mfg. Co.
Derby Cycle Co.	Remington Arms Co.
Diamond Rubber Co.	Rich & Sager Co.
Devoe & Co.	Rouse-Duryea Cycle Co.
Eclipse Bicycle Co.	Snell Cycle Fittings Co.
Eagle Bicycle Mfg. Co.	St. Louis Refrigerator & Wooden Gutter Co.
Excelsior Machine Co.	Stearns, E. C. & Co.
Ellwood Tubing Co.	Stover Bicycle Mfg. Co.
Eastern Rubber Co.	Syracuse Cycle Co.
Elastic Tip Co.	Sterling Cycle Works.
Elmore Mfg. Co.	Spalding Machine Screw Co.
Fulton Machine Works.	Smith Tire Co.
Featherstone, A.	Simonds Rolling Machine Co.
Grand Rapids Cycle Co.	Shapleigh Hardware Co.
Griswold, M. E. & Co.	Sieg & Walpole.
Gormully & Jeffery Mfg. Co.	Speedy Cycle Co.
Garford Mfg. Co.	Schlueter Cycle Mfg. Co.
Hibbard, Spencer, Bartlett & Co.	Smith, C. J. & Sons Co.
Hill Cycle Mfg. Co.	St. Nicholas Mfg. Co.
Hay & Willis Mfg. Co.	Spaulding, Jennings & Co.
Hoffman Bicycle Co.	Spalding, A. G. & Bros.
Hitchcock Mfg. Co.	Shelby Steel Tube Co.
Hunt Mfg. Co.	Tillinghast Mfg. Co.
Hartford Rubber Works Co.	Two-Speed Bicycle Co.
Ide, F. F. Mfg. Co.	Truman, Chas. Co.
Indiana Bicycle Co.	Thorsen & Cassady.
Indiana Novelty Co.	Union Cycle Mfg. Co.
Indianapolis Rubber Co.	Union Drop Forge Co.
International Mfg. Co.	United States Tire Co.
Indianapolis Chain & Stamping Co.	Warman & Schub Cycle House.
James Cycle Importing Co.	Waltham Mfg. Co.
Kenwood Mfg. Co.	Warwick Cycle Mfg. Co.
Kalamazoo Cycle Co.	Wilhelm, W. H. & Co.
Lamb Mfg. Co.	Whipple, C. J.
Lozier, H. A. & Co.	Western Wheel Works.
Lobdell, E. J.	Weston, I. A. & Co.
Lovell Arms Co.	Wolff, R. H. & Co.
Lodge & Davis Machine Tool Co.	Wilcox & Howe.
Meteor Cycle Mfg. Co.	Webb Tire Co.
Marble Cycle Mfg. Co.	Whayne, R. C.
Munger Cycle Mfg. Co.	Yost Mfg. Co.
McMullen, R. B. & Co.	

## LOZIER WILL REMOVE TO HARTFORD.

HARTFORD, CONN., Dec. 12.—H. A. Lozier was in town today, and after holding a long consultation with several Hartford business men, it was announced that the Cleveland magnate had purchased the plant of the Hartford Screw Co., and that on Monday 300 workmen would be turning out Cleveland bicycles for the '95 trade. Mr. Lozier has purchased \$60,000 worth of new and improved machinery, and will make his plant here one of the best in the country.

## Meteor Company Go Under.

The Meteor Cycle Mfg. Co., of Saginaw, Mich., after a brief existence of some six months, has gone under. The liabilities will amount to about \$5,500, of which Charles K. Anderson, of Chicago, is the heaviest loser. At a meeting of the stockholders, December 7, it was decided that all agreements and contracts entered into by the secretary, J. M. Reid, who, it is charged, has misrepresented things to the stockholders, be annulled, and a trustee appointed. At the present there are about thirty-five unfinished wheels in the factory. These will be finished and sold, and the company will then go out of business.

M. W. Mooney & Sons, of Columbus, Ind., manufacturers of pure oak bark leather, have sent us a sample saddle top of a Garford saddle, which is made of leather manufactured by them. The leather is of the best, and looks as if it would stand a deal of usage before getting out of shape.

## MILE RECORD BROKEN AGAIN.

BUFFALO, N. Y., Dec. 13.—Edward A. Leonert broke Johnson's straight-away mile record here today. Paced by Charles Dorntge, Louis Kimmler, N. Migherey, and C. V. Brunner on a quadruplet, he rode a full mile in 1:35 flat,  $\frac{3}{4}$  better than Johnson. He then went after the unpaced record, and made the mile in 1:52 $\frac{3}{4}$ , or 1 second better than the record of Penseyres. There was a forty-mile gale blowing at his back.



## A TYPICAL AMERICAN FEATHERWEIGHT.

The Union bicycle is one of the leading American machines, and a representative of the firm, in Mr. F. L. Warner, is at present in England. He has with him a sample path-racer, which has been more or less fully described and highly praised by our contemporaries. The subject is one in which we take a great interest. The I. C. was the first to draw pointed attention to American light-weights, and, later on, it was the first to point out how it was that the English makers had been apparently left. Accordingly we seized upon the earliest opportunity of critically inspecting this machine.

It did not take long for us to make up our mind. The Americans are still considerably behind us in cycle construction.

And now as to details. The weight is 20lbs. There will not be a racer made in England this year by any high-grade firm, which, with similar rims and tires, would not weigh less. In this machine, too, the wheels are smaller than in standard English mounts, the front one being only a shade over 27in.

The general lines of the machine are good, as viewed from a little distance, but a close inspection reveals archaic methods and faulty construction, which at once place it behind the English article. The bottom bracket is of the cup variety, which years ago was discarded in England. The hubs are unnecessarily large and heavy, and the spokes might easily be of finer gauge. The chain wheels have no flanges; in fact, they are fitted so close that there would not be room for such. The ball race of the head is large and clumsy, and the clip and bolt are heavy and out of date.

These are only details, though important ones; but there are mistakes of construction which are more serious. The back forks are flattened as they approach the hind wheel spindle, and, to make matters worse, they are flattened at the sides, thus weakening them laterally, and reducing their efficiency in resisting the strain caused by the chain acting through the chain-wheel. Round tubes are the best, but if flattened at all they should have been flattened from top to bottom. The back stays are flattened in a similar manner where they meet the seat pillar.

A still more stupid mistake is made in the crank. It is hollow (a form discarded in England years ago), and measures about  $\frac{3}{4}$  in. in diameter, as against  $\frac{1}{2}$  in. for the usual flat crank, thus unnecessarily increasing the tread  $\frac{1}{2}$  in. To make matters worse, a sort of turret affair is fixed to the end of each crank, projecting nearly  $\frac{1}{2}$  in., into which the pedal is screwed, thereby increasing the tread still more. Consequently, although the bracket is only 5 in. wide, the actual tread—that is, the distance from one pedal to the other—exceeds by more than 1 in. the tread in a high class English mount.

We do not for one moment wish it to be inferred that the Union is not an admirable machine—light, fast, reliable, and staunch, and in actual merit ahead of many well-known English makes; but we do wish to point out that even a cursory examination of it is sufficient to convince one that American high-grade machines are still behind the English article, instead of being in advance, as was supposed by many. Their wonderful automatic machinery may enable them to turn out a better second-grade machine at a low price than England can produce, but in high-grades they have still a lot to learn.—*Irish Cyclist*.

The Union company have the following reply to make to the criticism of the *Irish Cyclist*:

EDITOR THE BEARINGS: Our attention has been drawn to the above article, to which we take prompt exception. Laying aside the obvious bias of its author, and taking what he says as though penned in a spirit of fair comment, we desire to point out that he is wrong, as follows:

First—The Union shown was a Special, not a racer, and the English road wheel is much heavier. Second—The rear forks are purposely flattened to permit of a shorter axle, and thereby stiffening the rear part of the frame. Third—The talented author is astray very far when he says: "A still more stupid mistake is made in the crank. It is hollow (a form discarded in England years ago), and measures about  $\frac{3}{4}$  inch in diameter, as against  $\frac{1}{2}$  inch for the usual flat crank, thus unnecessarily increasing the tread  $\frac{1}{2}$  inch. To make matters worse, a sort of turret affair is fixed to the end of each crank, projecting nearly half an inch, into which the pedal is screwed, thereby increasing the tread still more, consequently, although the bracket is only 5 inches wide, the actual tread—that is the distance from one pedal to the other—exceeds by more than 1 inch the tread in a high class English mount." Hollow cranks have the advantage of weight, but are too expensive for some manufacturers, and the tread is not appreciably widened by their diameter. The statement that they increased the tread  $\frac{1}{2}$  inch is ridiculous.

"The turret affair fixed to the end of each crank," is really a taper plug screwing *inside* the axle, and is flush with the outside of crank, instead of projecting another  $\frac{1}{2}$  inch—(and by the way, the T. A.'s half inches lie around promiscuously). They positively do not affect the width of tread in any manner whatever. The tread is narrower than most English machines. By no manner of measuring or appearance is it greater, unless, indeed, viewed through the magnifying eye glass of the T. A. aforesaid. We scarce venture to take issue on mechanical grounds, lest the competent compiler of Erin should accuse us of taking undue advantages.

Yours respectfully,

UNION CYCLE MFG. CO.

BOSTON, MASS., Dec. 4.

W. Measure, Treasurer.

## AN AUTOMATIC PACEMAKER.

MILWAUKEE, WIS., Dec. 13.—At the Chicago cycle show many new novelties in the bicycle line will no doubt be exhibited, but Frank H. Bolte, of this city, will have a device which will attract much attention. The device is a patent automatic pacemaker. Speed has increased so rapidly that the smashing of records has become an every-day story. Each of the fast ones is going against the records of the other, tracks are being built expressly for the work, and all kinds of pacemakers have been drafted into the service, with the hope of cutting down the last record a notch. Pace-

makers in the form of tandems, triplets, and quadruplets, have been utilized, but have not always been found to be eminently successful because the speed could not be regulated. Much annoyance has been often caused by the rider on this account, and the rider has never been able to know, while on the track, at what rate he was going until he crossed the tape, and was so informed by his time-keepers. Mr. Bolte's device will obliterate all this. Some of his former inventions have been found to be practical, and this one promises to be the best of them all. Most of the tracks in the country are now being built to three laps to the mile. Mr. Bolte's invention consists of a narrow band of tempered steel wire, running the full length of the track, carefully brazed at the ends. This encircles the track just outside of the pole, and will be something on the plan of the cable car, with the difference, that, instead of sheaves, it will pass through rollers—held together by a spring.

These will be placed some sixteen feet apart, in order to hold the band in position. They will run on ball bearings, and will number 135 in all, and be six inches in diameter. Attached to the band will be an arm, adjusted in such a way that it will in no way interfere with the passage between the roller. It will be made of wood for lightness' sake, for the arms, when in motion, may go at the rate of a mile a minute.

The motive power will be electricity, or whatever is the most convenient. The machinery is so carefully adjusted that it may be run at any speed the rider may wish, with a one-third horse power engine or dynamo. In the enclosure are two wheels, geared together in order to drive the tape. They will be three feet in diameter. In order to get the speed for the different gaits Mr. Bolte has invented a pinion, constructed with the greatest exactness, by inserting which, according to need, the speed is regulated. The pinion will be of various sizes, and gauged for the time desired to be made.

The object of the arm now becomes apparent. When everything is ready for the race the machinery is started, and the band starts around the track, carrying the arm with it. At the point where the arm is adjusted there is a trigger that trips the pistol, and the rider and the indicator start together. The pinion having been set at a certain speed, the wheelman knows exactly what time he is making.

In addition to this, Mr. Bolte has invented an indicator, which will record the laps accurately and work in connection with the tape. It will consist of an iron screw placed at the end, having fifty-six threads to an inch, and, as the wheel revolves that drives the tape, a pointer is raised on a large indicator, sixteen feet high, placed in front of the grand stand.



W. H. WELLS AND THE '95 SPALDING.



## ENGLISH TRADE NOTES.

LONDON, Dec. 1.—The Stanley show, which closes today, has undoubtedly been a fine one, and yet so far as I have been able to make out up to the present, but little real trade has been done. Orders have not come in with that expedition which many hoped for, but personally I am not much surprised at this, for to my mind nothing else is to be expected while we suffer with two shows. Naturally people will not place large orders at one exhibition until they have seen what the novelties are at its rival. I shall not expect to hear of any very large contracts being placed until the National show, which commences next Thursday, is over. The same remark may apply to the individual orders of the people who visit the shows to choose their new machines; they will wait until they have seen both shows before they decide. I have no doubt that the orders will come in fast enough toward the end of the present month.

I don't believe that after what has appeared in many of the cycling journals respecting the gear mania, the craze will last much longer. The two papers which have so far been most scathing in their remarks upon the matter, are the *Cyclist* and the *Wheeler*. Both of these journals have fearlessly commented upon the gear, and now that they have proved themselves right, *Wheeling* has turned round and withdrawn its "unprejudiced and entirely independent support" of gears in general, and a notorious one in particular. Well, those who live longest will see most.

One of the minor novelties of the Stanley show was the penumatic brake. This seems to be a really good thing, and should prove most useful to those cyclers who habitually ride brakeless machines, but who occasionally require such an adjunct when touring. The brake in question only weighs 10½ ounces, and the one I have been experimenting with on a tandem safety has given every satisfaction. As the brake can be attached to the frame so that it may be applied to the rear wheel, it is obvious that in this alone it has many advantages over the ordinary spoon on the front wheel tire.

The Puncture Proof Tire Co. have a new thing in "Spring's patent air tube." This will, I fancy, prove one of the very best alterations in tires which has been devised. The tread of the tube is slightly thicker than that of an ordinary one, but the difference is so small that it can not affect the running of the tire in the least degree. This thickened portion is treated by a new process which renders it absolutely air-tight and self-closing. I saw a tube which was one mass of punctures, made with pins and even pen-knives, but it retained the air just as well as ever. The great thing about it is, that unlike previous so-called non-puncturing tubes, it is not sticky on the inside, and therefore there is nothing to dry or get out of order. I hope to personally test one of these tubes at an early date, for I am sure that it is a good thing.

Tires, by the way, did not come in for much attention at the show as in former years. Mr. Doig, who last season tried to induce us to believe that a pneumatic hub was the one thing wanted, has a new tire which is a mystery so far, and from what I can make out is likely to remain so. It is not a pneumatic, but apparently consists of two rims, held together by a rubber cover, which hides what is between them. Mr. Doig has obtained some excellent advertisements from the outside papers, but then the reporters on these journals don't know much about tires. I have carefully examined the new invention, and I don't think it is a patch on an ordinary pneumatic.

I don't know what to think of the "Maltby Skin tire." It may possibly be a fine thing, and it certainly is wonderfully light, only weighing some six ounces. The weight of the modern cycle depends so much upon the tires used, that any reduction would be welcomed. Mr. Maltby's tire consists of an outer cover of specially prepared leather, which is said to be practically non-puncturable, and is very thin. An ordinary inner tube is employed, which may be removed, should an accident occur, by an opening in the outer cover near the valve, and on the side next the rim. Always supposing that the tire will stand wet, and the inventor assures me that it will, there should be a ready sale for it. Even supposing that the full roadster weighed two pounds a pair, there would still be a great reduction over any tire at present in the market.

Looking back upon the past year's trade, and considering the increase in the export returns over those of any previous year, one can not help feeling that things are by no means satisfactory. Here we have a record of exports exceeding other years, and yet the number of failures in the trade, and the extent of the liabilities, prove that price cutting, while it may send up the apparent amount of business done, will in the end tell its tale. The fact is, competition in the cycle trade is too keen, and during the past year its effects have been felt more than ever. The large firms have in the main suffered with the little ones, and probably, in one or two instances, have been the most hurt. The only way to stem the tide is for the larger houses to steadfastly refuse to allow their agents to cut prices so much as has been done in the past. An agent has many expenses, and it follows that unless a fair profit is insured him, the day will come when he can not meet his

liabilities, and then the manufacturers with whom he has done business will lose, whereas had they not only insisted on his selling machines at a fair rate, but had also refrained from underselling him to private customers, as not a few had done last season, he would have been able to pay them the amount due. Underselling your own admitted agent to whom you are giving credit, savors muchly of killing the goose that lays the golden eggs. Nevertheless, not a few of these failures, which have taken place lately, are either directly or indirectly traceable to this cause.

While most of the tires for 1895 have been slightly altered, it is worthy of note that the Dunlop company have not in any way modified their pattern, except in so far that the valve, which has hitherto been identified with the racing tire, will now be generally employed on all the tires sent out. Of course the non-slipping cover, which I described some time since, will be used, but the wires and general lines of the tire remain the same.

WILL O' THE WISP.

## NEW YORK TRADE PROSPECTS.

NEW YORK, Dec. 10.—The new '95 Spaldings which arrived at the New York store of A. G. Spalding & Bros., on Nassau Street, last Thursday, are marvels of mechanical skill and symmetry. Three models are shown of the Spalding style, and two Credendas—all of which command more than a passing glance. The road racer for next season weighs twenty-two pounds. It, as well as all Spaldings, will be fitted with Palmer tires, unless otherwise stipulated, a choice being given of M. & W. and Akrons. Wood rims will also be used in the construction of all Spaldings, although, if ordered with steel rims, they can be supplied. The list price is \$100. Specially built or stock racers, weighing eighteen pounds, will list at \$125. The road racer has several new points, noticeably lighter hubs, lighter spokes, and lighter felloes. Tangent spokes are used, and the chain adjust-

ment, instead of remaining unchanged, is of the "can" class. The tread is narrowed from 6½ inches to 5¼ inches. Twenty-four gauge tubing is used instead of twenty-two, as was the case in '94, the ends of which are all capped on the new wheels. The pedals are light and strong, being made of sheet and tubed steel. These pedals, also used on the full roadsters, are great improvements over the old style, it being absolutely impossible to bend or break them. The chain, too, in the road racer is much lighter than was used on the '94 machines this year, being specially constructed, and put to a 1,500-pound drawn test before breaking. The roadster weighs twenty-five pounds, and is built on the same lines as the road racer. The coaster used is easily detached, it not being necessary to remove the front wheel to take it off—the simple loosening of a screw being sufficient. The saddle-post is also brought two inches further forward, thereby giving the rider a more direct position over the pedals. The post is shaped like a T, allowing the saddle to be placed either fore or aft. The sprocket in both the full roadster and the road racer is materially lightened, yet not impaired as to strength. In both models, the crank acts as its own key, simplifying matters to a marked degree, and increasing the beautiful appearance of the wheels greatly. Sager saddles will be fitted to all Spalding roadsters. Handlebars are furnished in three styles, raised, dropped, and extra dropped. The ladies' wheel is constructed with a graceful, double-tube frame, as was the case in '94. It will weight but twenty-five pounds, and looks as if the acme of mechanical beauty had been attained in its outline. In Credendas, both the ladies' and diamond frames will be listed at \$75, a reduction of \$10 over the '94 styles. The ladies' wheel will weigh twenty-eight pounds, and the diamond frame, twenty-six pounds.

W. H. Wells, representing the Spalding on the road, and traveling from the New York house direct, has spent about three weeks in this state and Pennsylvania, transacting an unprecedented amount of business for so early in the season. F. J. Titus has signed to ride the Spalding in '95, and the chances are most bright of Cabanne and "Doc" Brown doing likewise. With these three powerful riders representing the Spalding on the path, it looks as if the records would certainly suffer.

The line of wheels which Edwin Oliver & Co., 21 Park Row, will handle this coming season, comprises two models only, as far as is known to date. They will be a ladies' wheel and a diamond frame machine, the latter weighing twenty-two pounds, and the former twenty-four pounds. "Ned" Oliver, the head of the concern, left last Thursday for a ten days' trip to Chicago and the west, where he will negotiate much business before returning. His right-hand man and manager, Sam Harris, formerly so well and favorably connected with H. A. Lozier & Co.'s eastern branch house, reports a most encouraging outlook. A name has not as yet been decided upon for Oliver's machines, the first of which will be here almost any day. They will be as fine as skilled labor and the best of material can turn out and will both list at \$75. Choice of M. & W., Akron, and Hartford tires will be given. Garford saddles will be fitted to all wheels. High frame and tangent spokes will be two of many points, a concise description of which can not be given until the wheels are examined. As Mr. Harris says: "We only claim them to be as good as the best, at \$25 less price—that's all."

**MORGAN & WRIGHT TIRES**

**ARE GOOD TIRES**

**OUR S2 TIRE WEIGHS 1½ POUNDS.**

GUARANTEED FOR THE ROAD.  
THEY ARE WINNING SOME  
HAVE YOU NOTICED IT?

**MORGAN & WRIGHT**  
CHICAGO



**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**75**

# WORLD'S RECORDS.

ALL ON MORGAN & WRIGHT TIRES.

1—J. S. Johnson on a Stearns	1-4 mile flying start	:23	43—P. Von Boeckman on a Dorsett	1-3 mile straightaway unpaced	:36 2-5
2—	1-3 "	:32 2-5	44—H. Davidson on a Brantford	1-4 " flying start "A"	:24 4-5
3—	1-2 "	:51 2-5	45—	1-2 " " "	:52 4-5
4—	2-3 "	1:11 4-5	46—	1-4 " standing start "	:30
5—	3-4 "	1:21	47—	1-3 " " "	:40
6—	1 " "	1:47 3-5	48—	1-2 " " "	:58
7—	1 1-4 " "	2:25 2-5	49—	1-4 " flying start unpaced "A"	:28 1-5
8—	1 1-3 " "	2:34 4-5	50—Nat Butler on Lov'll Diam'd	1 1-4 " " "	2:36
9—	1 1-2 " "	2:53 4-5	51—	1 1-3 " " "	2:45 2-5
10—	1 2-3 " "	3:13 2-5	52—	1 1-2 " " "	3:05 2-5
11—	1 3-4 " "	3:23 2-5	53—	1 2-3 " " "	3:26 2-5
12—	2 " "	3:54 2-5	54—	1 3-4 " " "	3:36 4-5
13—	1-3 " standing start	:39	55—	2 " " "	4:07 2-5
14—	1-2 " "	:55 1-5	56—E. E. Anderson on a Stearns	1-4 " " "	:26 4-5
15—	2-3 " "	1:16 1-5	<b>TANDEM.</b>		
16—	3-4 " "	1:25 1-5	57—Gardiner and Bainbridge	3-4 mile flying start	1:23 1-5
17—	1 " "	1:52 1-5	58—O'Connor and Rhodes	1-2 " unpaced	:55
18—	2 " "	4:01	<b>TRIPLET.</b>		
19—	2 1-2 " "	5:09 1-2	59—Kennedy, Murphy, Saunders	1-4 mile standing start	:30 1-5
20—	3 " "	6:09	60—	1-3 " " "	:40
21—	3 1-2 " "	7:11 2-5	61—	1-2 " " "	1:00
22—	4 " "	8:15 2-5	62—	2-3 " " "	1:20 1-5
23—	4 1-2 " "	9:19 2-5	63—	3-4 " " "	1:31
24—	5 " "	10:22 3-5	64—	1 " " "	2:01 4-5
25—	1-3 " flying start unp'c'd str'tway	:38 3-5	<b>QUAD.</b>		
26—	1-4 " " "	:21 2-5	65—Kennedy, O'Connor, Seavey and Rhodes	1-4 mile standing start unpaced	:26 1-5
27—	1-2 " " "	:46 4-5	66—Kennedy, O'Connor, Seavey and Rhodes	1-3 " " "	:35
28—	3-4 " " "	1:11 4-5	67—Kennedy, O'Connor, Seavey and Rhodes	1-2 " " "	:55 2-5
29—	1 " " "	1:35 2-5	68—Kennedy, O'Connor, Seavey and Rhodes	2-3 " " "	1:15
30—	1-4 " " "	:27 4-5	69—Kennedy, O'Connor, Seavey and Rhodes	3-4 " " "	1:24 3-4
31—	1-2 " " "	:55 3-5	70—Kennedy, O'Connor, Seavey and Rhodes	1 " " "	1:54
32—	3-4 " " "	1:26 2-5	<b>ROAD.</b>		
33—H. C. Tyler on a Union	1 1-4 " standing start	2:30 1-5	71—W. DeCardy on a Syracuse	10 miles standing start	24:13 1-2
34—	1 1-3 " "	2:40 3-5	72—	15 " " "	37:38
35—	1 1-2 " "	3:00 2-5	73—	20 " " "	50:38
36—	1 2-3 " "	3:22 1-5	74—	25 " " "	1:03:52 1-2
37—	1 3-4 " "	3:32 2-5	75—Nat Butler on a Lovell Diam'd	15 miles competition	41:25 1-2
38—	1-2 " flying start unpaced	:54 1-5			
39—	3-4 " " "	1:32 2-5			
40—	1-4 " standing start unpaced	:26 2-5			
41—	1-2 " " "	:56 4-5			
42—	1 " four lap track	2:03 1-5			

**MORGAN & WRIGHT,**

CHICAGO.

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES

**MORGAN & WRIGHT TIRES**  
ARE GOOD TIRES



One of the prettiest displays in the cycling line ever made by any dealer is that of Jas. F. Robley, who has recently opened the gold cranked Falcon agency, at 1 Park Row. A crowd of admiring gazers seem to stand everlastingly before his show windows, and, best of all, a goodly number of them enter and depart a short time later wearing a smile and one of those things—a Falcon. They have caught on, and Mr. Robley is more than pleased with the outlook for what must necessarily be a blooming year, especially for the "gold cranks." As an assistant, Mr. Robley has secured the services of George C. Smith, the crack racer, of whom great things may be expected in 1895. George is faster than ever, and will show the way to the best of them before another season has flown. Incidentally, and with an eye to business, Smith's little boy—a mere babe—has added a new word to his limited vocabulary, which was formerly "mamma" and "papa." The third word was taught him by the "old man himself," and sounds a good deal like "Falcon."

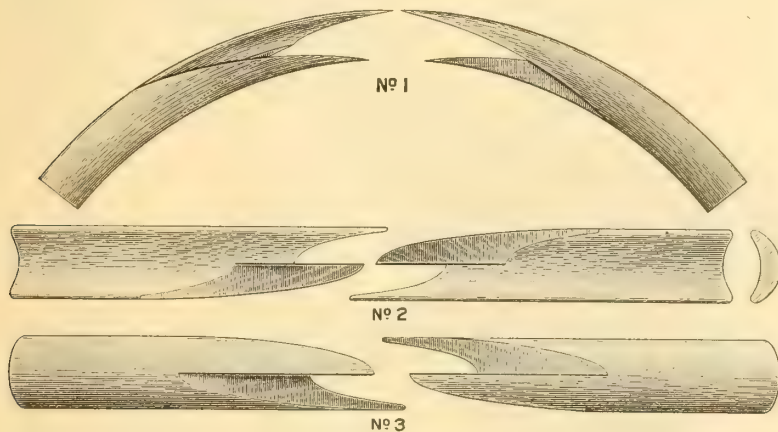
Harry Lozier has taken charge of the New York house of H. A. Lozier & Co. That he will become popular there can be no doubt, judging from the good impression carried away after the first meeting by every caller at 337 Broadway. In conversation with the new manager recently, he proved himself a most entertaining talker, and spoke of his trip abroad last summer in an interesting manner. He says the recent fire at his father's factory could have been extinguished with a loss of not more than \$5,000, and practically no inconvenience, if the water supply had been sufficient, but it seems that there was not enough force in the mains to send the water through the firemen's hose higher than the first story.

The American Bicycle Co., have opened a spacious store at 115 West 125th Street, where a general jobbing business will be done. Some of the wheels offered this week as starters are rare bargains, and that the concern will meet with a prosperous business there seems to be no doubt. A special twenty-five pounder with wood rims, and built on up-to-date lines, sells at \$41.50.

### THE MARION WOOD RIM.

EDITOR THE BEARINGS: Notwithstanding the fact that other wood rim manufacturers have advertised largely as to what bicycle manufacturing concerns have placed orders for their rims, we can only say that our wood rim business has been much larger than we anticipated, and that we are daily receiving contract orders, accompanied by letters of recommendation.

The joint that is used in our rim, as shown in the accompanying cut, has proven itself to be one of the strongest joints on the market. It has been subjected to more actual tests than any other wood rim joint, and has successfully withstood the tests. We have been very careful in the selection of the stock for our rims, and are also careful in the manufacture of them. We selected the very finest of glue, and it is as near waterproof as glue can be made. The finish is particularly catchy, being a wood filler and an oil



finish, that strengthens it greatly. We have a capacity of 1,500 pairs per day, and, as can be seen, we can readily fill all orders promptly. Almost every prominent bicycle manufacturer in this country and in Europe has seen our rim, and we can truthfully say that we have a great many contract orders from prominent firms. We shall continue taking orders and shipping good rims—and they are single piece rims, too—fully guaranteed.

We have refrained from writing on our rims before now, simply because we are satisfied with the orders we have received, and are receiving, and only do it now to let the manufacturers that have not yet contracted for wood rims know that we are still on earth, and that the season of '95 will find more bicycles fitted with the Marion rims than lots of people have any idea of.

Yours very truly,

MARION, IND., Dec. 7.

MARION CYCLE CO.

### TRADE IN UTAH.

SALT LAKE CITY, UTAH, Dec. 8.—The travelers are filling up the western country, talking the merits of their '95 wares. "Pop" Field was in the city two weeks ago, and secured an order for a car-load of Sterlings for early delivery to the Salt Lake City Co. He is at present in Portland, establishing Oregon and Washington agencies. E. E. Stoddard, representing the Western Wheel Works, is also in the northwest country renewing Crescent agencies. He also secured the order of the Salt Lake Cycle Co.

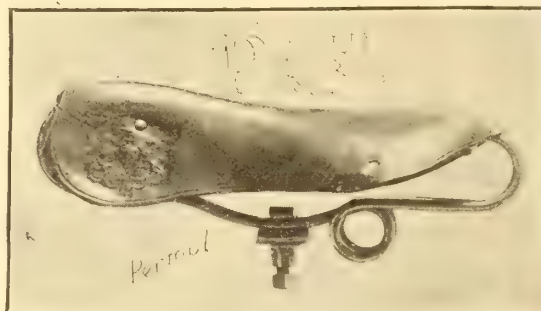
for a car-load of Crescents, while in the city the early part of the week. Hannan will continue to sell Crescents in Denver.

J. W. Kiser, general manager of the Monarch Cycle Co., visited Ogden and Salt Lake on his way to the coast, and on Wednesday placed the agency for the Monarch with M. R. Evans, who will sell them in connection with the Falcon. While in Denver he contracted with the Knight-Campbell Music Co. for the city agency at that place.

B. F. Clifford, of the Boston Woven Hose & Rubber Co., has been meeting with good success introducing the Vici tire in Colorado and Utah, and is now talking his tire to the Pacific coast trade. The weather has been exceptionally fine up to the present time, and, as a result, fall sales have been good.

### A NEW P. & M. SADDLE.

"P. & M. saddles are the best saddles," is what the president of the



Persons-Muller Co., of New York, C. A. Persons, has been telling the Chicago trade for a week past. This line of goods will be carried in large lots by the Manufacturers' & Merchants' Warehouse Co., of Chicago, who will be in a position to supply concerns building 100 bicycles or more

during the season, at the makers' net New York prices, an arrangement long desired by manufacturers in this vicinity. A late addition to the line, the Permul, weighing twenty ounces, of which we show a cut, is a very low and wide back saddle of unusual strength, and is especially adapted to ladies' wheels, or for heavy and short limbed men. All sharp curves or points are avoided in its construction, and extreme comfort is the valuable point claimed for it. It is guaranteed to carry any weight.

### TRADE CHANGES.

JAMESTOWN, N. Y.—Cyclone Combination Cycle Co. will open a New York office in the Mutual Reserve Life Insurance building, 309 Broadway.

ELKHART, IND.—Buscher Mfg. Co.'s present factory will receive an addition of 100 x 75 feet.

EVERETT, MASS.—Everett Cycle Co., Joseph B. McCune, treasurer, filed annual statement as follows: Fixed capital, \$10,000. Assets: Machinery, \$4,032; other assets, \$4,060; cash and debts receivable, \$2,308; manufactures and merchandise, \$5,383; profit and loss, \$754; total, \$16,538. Liabilities: Capital stock, \$10,000; debts, \$6,538; total, \$16,538.

BRANTFORD, ONT.—The Henderson Cycle Mfg. Co., of Brantford, are applying for a charter.

PHILADELPHIA, PA.—Supple Hardware Co., organizing bicycle department under management of Wm. B. Supplee, treasurer of the company, aided by Wm. A. Richwine, who, on December 1. withdrew from the Pope's Mfg. Co.'s Washington agency, the District Cycle Co. A wholesale business will be done.

DETROIT, MICH.—The Detroit Cycle Co. obtained judgment for \$2,542.40 in United States Circuit Court, in favor of W. Bingham Co.

NEW YORK, N. Y.—The John Griffith Cycle Corporation, of London, at 2081 Seventh Avenue and 34 Watts Street, a large number of bicycles, the property of said company, levied upon by sheriff, under an attachment for \$15,000, obtained by L. H. Johnson, who brought suit against the company and Harvey Ducros.

OMAHA, NEB.—The Western Bicycle Co. has opened an Omaha branch.

LINCOLN, NEB.—Hy. Pierce, formerly connected with Pattee, Oliver & Co., has gone into business for himself.

MONTGOMERY, ALA.—The Commercial and Industrial Association is negotiating with a western bicycle manufacturing company, looking to a removal of its plant to Montgomery. If the removal takes place 125 hands will be employed, and the daily output of the factory will be ten wheels, complete.

CLEVELAND, OHIO.—A movement is reported on foot looking to offering H. A. Lozier & Co., recently burned out at Toledo, inducements to rebuild in Cleveland. Akron, Ohio, is also offering inducements, and a western Pennsylvania town is reported to have made an offer of \$25,000 in cash and \$25,000 in land, as a bonus to the company for locating there.

ORANGEBURG, S. C.—Brunson & Bros. having opened a new hardware store, will take up bicycles. Correspondence is invited with bicycle manufacturers looking to accepting agency.

PORTLAND, ME.—The Climax Mfg. Co., incorporated with J. C. Wells, of Chatham, Mass., president, and E. G. Cane, of Chatham, Mass., treasurer, will manufacture and deal in bicycles and bicycle fixtures. Capital stock, \$10,000, of which \$1,700 has been paid in.

POTTSTOWN, PA.—Pottstown Light Cycle Co. have elected the following officers for the ensuing year: President and superintendent, Wm. I. Grubb; vice-president, E. S. Fretz; secretary and treasurer, V. P. Grubb; directors, W. I. Grubb, E. S. Fretz, Geo. M. Strohl, W. H. Reifandy, W. E. Maris. The capital stock of this company is \$25,000.

GENEVA, OHIO.—Geneva Wheel Co., incorporated by A. F. Alderman, C. Q. Chamberlain, H. R. Swan, M. B. Gregory, W. G. Morgan, F. F. Foley, and A. M. Tyler. Capital stock, \$30,000.

FOND DU LAC, WIS.—J. E. Bean has leased factory plant, and will manufacture the Uscyclometer, of which Mr. Bean is the patentee.

ANN ARBOR, MICH.—M. Staebler, bicycles, etc., added a line of sporting goods.

WINONA, MINN.—Harry Svendsgaard is about to open a bicycle repair shop. Correspondence is invited with manufacturers of bicycle sundries.

COLUMBUS, OHIO.—Indianapolis Bicycle Co. will open a branch store, and have contracted with Perry D. Gath to take the local management.

BOSTON, MASS.—B. B. Emery & Co. appointed agents for New England by Central Cycle Co., of Indianapolis.

PHILADELPHIA, PA.—The Thorp Cycle Co. will open new salesroom at 1,005 Arch Street.

EUREKA SPRINGS, ARK.—J. W. Newport, opened a new hardware store, and invites correspondence with manufacturers of bicycles and bicycle sundries.





## How to Operate the Arrow Pneumatic Tire.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible. Don't be afraid to pull down hard. Be careful to not pinch the tube. See that it is entirely clear of the shoe. Place that part of the tire with exposed wires on that part of the rim opposite the valve. Wrap rim with friction tape so as to cover spoke heads.

## ARROW MECHANICALLY FASTENED TIRES.

These simple, practical, and durable tires are selling like hot cakes. They are novel, and as one large manufacturer of bicycles said today, that they were constructed on the first and simplest mechanical principle that he learned at school, and that perfection had been attained. Nothing like it for novelty and practicability.

## REX TIRES.

We are continually receiving voluntary letters from riders and manufacturers extolling the good merits of our tires. For cemented tires it is the acme of perfection. It is light, resilient, and strong.

## CLIMAX TIRES.

This is the best molded inner-tube tire manufactured. They recommend themselves. Any bicycle having "CLIMAX" tires fitted to its rims is easily disposed of by the dealer.

## TIRES TO FIT G. & J. RIMS.

Our universal clincher tires fit G. & J. and all similar rims. They are better than any clincher tires of this description ever before manufactured. If you are in need of a clincher tire of this pattern for new wheels or repair work, write us for prices. They are astonishingly low.

? How many dealers have received the circular letters which have been ground out by a certain tire manufacturing company, containing the commanding sentences, "You must," "you shall," "we will," "we won't?" They have disregarded all business courtesy, and do not send letters of this nature to large manufacturers, but humble and try to intimidate the smaller buyer and insult his intelligence.

One man's money is as good to us as another's. We deal fairly by all.

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

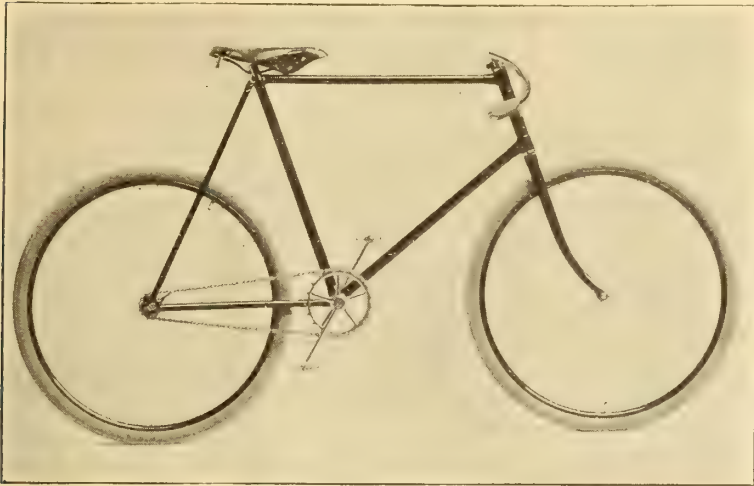
## EASTERN RUBBER MFG. CO.,

TRENTON, N. J.



## A DAINTY LITTLE WHEEL.

The Syracuse Cycle Co. have good reason to be proud of their '95 racer. It certainly is one of the best looking wheels of the year. It weighs but sixteen pounds, and lists at \$125. It is fitted with twenty-six-inch wheels.



*The Crimson Rim Syracuse Racer.*

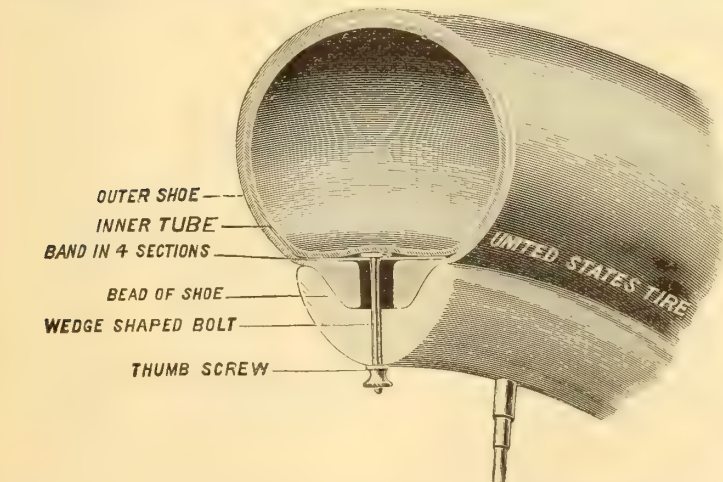
The height of the frame, from the center of the crank-shaft to the top of the seat-post forgings, is twenty-three inches. The wheel base is forty-three inches. The finish is a bright crimson. Of course the famous crimson rims are on the wheel.

## THE UNITED STATES TIRE.

We present to our readers an illustrated brief description of the United States tire. This tire has aroused considerable interest among riders since the organization of the United States Tire Co., some weeks ago. It is described as a perfect mechanically-fastened tire, and is equally suitable for wood or metal rims. A band of light metal in four sections surrounds the inside of the rim. The bead on each side of the tire-shoe is placed in the rim under the band. This band is then clamped to the rim by means of wedge-shaped bolts and thumb-screws, which securely hold the tire in position.

There is no technical difficulty or mechanical complication to overcome. It is claimed that a child can manipulate it.

Among the numerous claims made for the United States tire are, that it can be repaired instantaneously and by a novice, the removal of the tire being simply a matter of releasing the clamp. It cannot blow off the rim, and cannot leave the rim, even when deflated. Creeping or rolling are impossibilities. Other advantages are claimed in connection with the sec-



tional bands, which, it is said, greatly improve the working of the tire by taking up the slack. By the accompanying illustration of the section, it will be seen that the air-tube rests on the band on top of the rim, so that the full measure of resilience is obtained. The list price of this tire is \$20.

The United States Tire Co. is now giving exclusive agencies in all parts of the United States, and hustling agents will, doubtless, in their own interests, investigate the claims of this new comer, and ascertain for themselves if "That Clamp Does It."

## A MINIATURE CYCLE SHOW.

PHILADELPHIA, PA., Dec. 8.—The action of the Trade League and Associated Cycling Clubs in deciding not to foster a local cycle show this winter, was a big disappointment to some of the local dealers, and for several weeks past they have been trying to hit upon some idea whereby they could advertise their various wheels and exhibit the '95 models. When

the first news of the proposed nine days' meet reached their ears they got their heads together, and hit upon a scheme which gives promise of doing as much good as a cycle show. The meet is to be held in Industrial Hall, beginning next Thursday, and on account of its international prominence, will attract many visitors to this city. Knowing this, the dealers above referred to engaged a large hall in the same building as Industrial Hall, and will here run a miniature cycle show. There will be plenty of space, which will be divided off equally among the dealers. While the exhibition will be a decided come down in comparison to the shows that have been held here in former years, it promises to be a success, and, judging by the interest being taken, the efforts of these wide-awake dealers will be appreciated.

A. G. Spalding & Bros. quit their old headquarters at Eleventh and Chestnut Streets last night, and bright and early this morning opened up business at the new store, 1216 Chestnut Street. While the firm is extensively interested in sporting goods, the bicycle department is the feature, and the Spalding bicycle will be retailed to the public on a much larger scale hereafter.

Jack Greer, the popular manager of the Union Cycle Co.'s branch on South Penn Square, will shortly leave the city on an extensive business trip in the interests of his firm.

Herman Brande was sentenced to five months' imprisonment in the county jail on Thursday for larceny. A few weeks ago Brande called at the store of Charles S. Smith & Co. and hired a Rambler under false pretenses. He failed to return it, and an investigation followed, which also disclosed the fact that Brande had been misappropriating his employer's funds. For the latter crime he was sentenced to six months' imprisonment in the county jail, a few weeks ago.

## THE SKACYCLE.

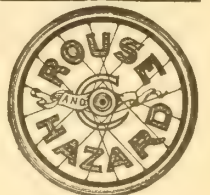
If reports concerning the skacycle, or bicycle skate, be true, we are destined to have a new means of locomotion. The skacycle is designed and especially constructed not only for rink purposes and for skating upon asphalt pavements, but for road use wherever a bicycle can go. A mile was recently made in 4:00 on the skacycle by a man who had never tried the device before.

The Skacycle Mfg. Co., has been incorporated for the purpose of promoting the skacycle and placing the same before the public. The directors of the corporation are George E. Curtis, A. Kennedy-Child, and Horace Pettit. The offices of the company are located at 3103 Ludlow Street, Philadelphia. The patent rights controlling the skacycle have

been acquired by the Skacycle Mfg. Co. The company has gone actively into operation, and has recently placed a large order with one of the leading bicycle manufacturing companies. A. G. Spalding & Bros. have joined forces with the Skacycle company, and have contracted for a large portion of the company's output.

The price of Orients for 1895 will be as follows: Sixteen pound racer, \$125; nineteen pound light roadster, \$115; twenty-three pound full roadster, \$100. These wheels will be built in keeping with the reputation Orients have already earned. The standing of C. H. Metz as a cycle mechanic of the first order will never be challenged, and riders can rely on his handiwork fulfilling all promises.

## CUSHION and SOLID TIRES at One-Half Manufacturers' Prices.



Discounts from these figures.  
A Snap for Dealers and Repairers.

### CUSHION TIRES.

	Former Price.	Our Price.
24 x 1 inch	\$3.50	\$1.75
28 x 1 inch	4.00	2.00
28 x 1 inch	5.00	2.50
28 x 1 1-8 inches	6.00	3.00
28 x 1 1-4 inches	6.00	3.00
28 x 1 1-4 inches	6.50	4.00
30 x 1 1-4 inches	7.00	4.25
32 x 1 1-4 inches	7.50	4.50
28 x 1 1-2 inches	7.50	4.75
30 x 1 1-2 inches	8.00	5.00

Having purchased the carried-over stock of several factories we quote the above prices as long as the goods last.

### SOLID TIRES.

	Former Price.	Our Price.
16 x 5-8 inch	\$.85	\$.50
24 x 5-8 inch	1.75	.90
28 x 5-8 inch	2.25	1.10
28 x 3-4 inch	2.50	1.25
28 x 3-4 inch	3.00	1.50
30 x 3-4 inch	3.25	1.65
28 x 7-8 inch	3.25	1.75
30 x 7-8 inch	3.50	2.00
48 x 7-8 inch	4.50	2.25
56 x 7-8 inch	5.50	2.75
50 x 1 inch	6.00	3.00
54 x 1 inch	6.50	3.25
56 x 1 inch	6.75	3.50

ROUSE, HAZARD & CO., 142 G St., Peoria, Ill.

Mention The Bearings

Get our Discounts and Catalogue Free.



# One of a Great Many:

THE PEERLESS MFG. CO.

NORTH MANCHESTER, IND., Oct. 8, 1894.

DEAR SIR: You no doubt will be surprised to hear from me, but I imagine that we are acquainted, because I ride a Triangle wheel. I have been only riding the wheel two months, and yesterday, Oct. 17th, I rode 67 3-4 miles in 5 3-4 hours, and had a good many hills to climb.

A friend of mine bought this wheel in the spring. He took sick, and the doc or told him not to ride the wheel any more, so I bought it of him. Should I sell it I would buy another Triangle. Every one that has ridden it say it is the easiest riding wheel they have ever been on.

I have a Model C, full roadster, and I think that I have the champion wheel and best hill-climber in the world.

Yours truly,

GEO. E. TOLAND,

North Manchester, Ind.

1895 Catalogue of **Triangle Wheels** will soon be out.

THE PEERLESS MFG. CO., Cleveland, Ohio.

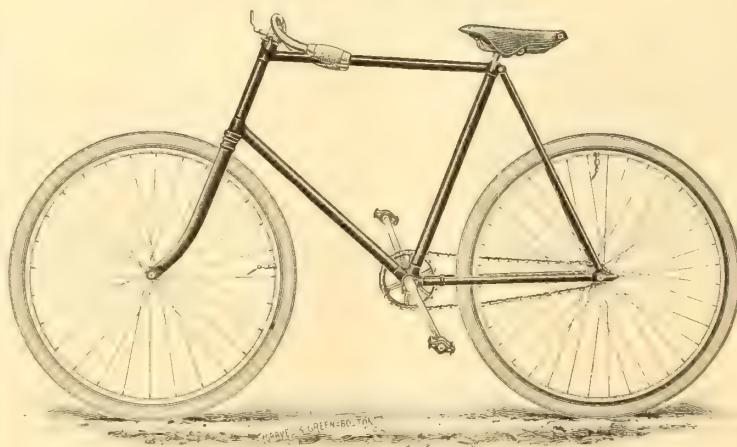
Mention The Bearings

# SINGER CYCLES

OVER ONE HUNDRED THOUSAND IN USE.

1895 PATTERN.

Price \$100



Weights,  
19 to 23 lbs.

FRAMES MADE IN THREE HEIGHTS.

Reliable dealers wanted in some cities to close territory.

Send for catalogue.

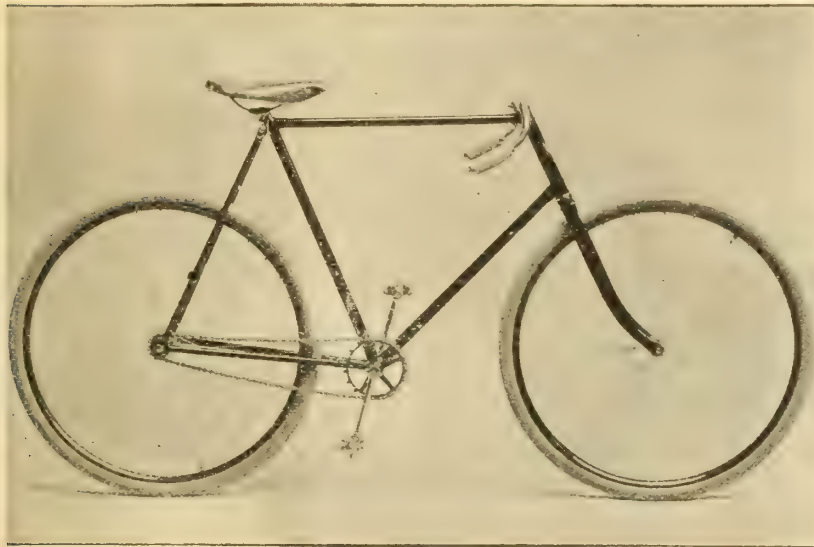
In towns where our goods are not carried by a bicycle dealer, machines will be delivered to retail buyers on special terms, and with transportation charges prepaid.

**SINGER & CO.,** 6 & 8 BERKELEY ST., BOSTON, MASS.  
MENTION THE BEARINGS.



### THE MODEL A STEARNS.

The 1895 Stearns Model A is in every respect a thoroughly up to date modern bicycle. It is a regular road machine of light weight and handsome lines, and, as it bears the trade-mark of the Stearns, it may be depended upon for excellence in every particular. Model A is fitted with twenty-eight-inch wheels, Stearns wood rims, and dust-proof ball bearings. The specifications of the wheel are: Twenty-four-inch diamond frame, seamless steel tubing and forged steel connections; nine-inch head, twenty-eight-inch

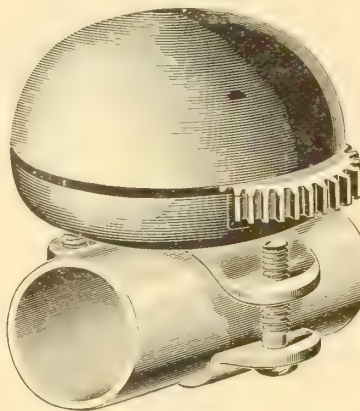


wheels, Stearns' wood rims, cold swaged steel tangent spokes, tied, thirty-six to rear and twenty-eight to front wheel; League pneumatic tires, Stearns hardened steel chain, Stearns round cranks, with key fastening,  $6\frac{1}{2}$  inch throw; Stearns  $3\frac{1}{2}$  inch dust-proof rat-trap pedals, convertible to rubber; Stearns dust-proof bearings, Stearns seat post, upward curved handle-bar, with cork handles; Stearns saddle; weight, stripped, with Stearns wood rims and without tires, twenty pounds; with regular equipment and League road tires, twenty-three pounds. Wheel base forty-four inches; tread  $4\frac{3}{4}$  inches.

### THE MONARCH LINE.

Five styles of Monarchs will be made by the Monarch Cycle Co., of Chicago, next year. All of the machines will be fitted with the Monarch ball holder and dust protector, and all the sprockets will be detachable. Brandenburg pedals will be used. Model 8 is a twenty-six-pound ladies' wheel, with a double drop frame, wood rims, and twenty-eight-inch wheels. The list will be \$85. Model 9 will be a twenty-four-pounder, with a forty-four-inch wheel base,  $23\frac{1}{2}$ -inch frame, and a  $5\frac{3}{4}$ -inch tread. Price, \$85. Model 10 is a twenty-two-pound machine, and will be the leader. It will have a twenty-four-inch frame, and a ten-inch head, and will list at \$100. Model 11 is a twenty-five-pound ladies' wheel, with twenty-six-inch wheels, listing at \$100. The Monarch racer will weigh eighteen pounds, and list at \$125.

### The New Departure Midget.



The New Departure Bell Co., of Bristol, Conn., have a new bell to put on the market for next year. It is the Midget, and the accompanying cut shows its exact size. It is  $1\frac{3}{4}$  inches in diameter and weighs three ounces. The thumb wheel is a new feature, doing away with an extended lever, making the bell one of the most compact and attractive of any on the market. The price of this bell is a popular one.

J. W. Kiser, president of the Monarch Cycle Co., while en route to San Francisco, took orders at Salt Lake City for 100 machines from M. B. Evans, to be forwarded in a

single shipment, and at Colorado Springs, from A. S. Blake for fifty machines.

W. E. Miles, formerly manager of the Overman Wheel Co.'s Denver branch, passed through Chicago on his way to Boston, where he will take charge of the Boston branch—C. C. Morgan, the former manager, leaving to go with A. G. Spalding & Bros., in New York.

The Fairbanks' and Plymouth wood rims are being largely advertised in the English cycle journals.

**24-Hour Record  
Broken on a  
TRIBUNE  
Model E  
Fitted with  
M. & W. Tires.**

B. W. Twyman, at Louisville, Ky., rides 381 miles, 5,240 feet in 24 hours, breaking the track record for the United States.

Buy the wheel with the  
**Cycloidal Sprocket.**

It is a winner.

Prices established for '95. Write for advance sheets and terms.

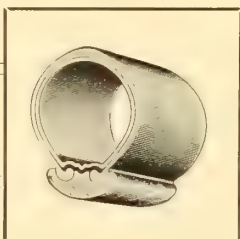
**The Black Mfg Co., Erie, Pa.**

The E. C. MEACHAM ARMS CO.,  
Selling agents for St. Louis, Missouri and lower Illinois.



LARGEST DEAL YET! Many thousand D--T--

.... LIKE



THIS ....

WE MADE IT. WE DON'T CALL A SALE OF 25 SETS A DEAL.

TILLINGHAST MFG. CO., Providence, R. I.

Mention The Bearings

Jonington Conn. Nov 30/94

My Dear Bright & Early.

Gentlemen

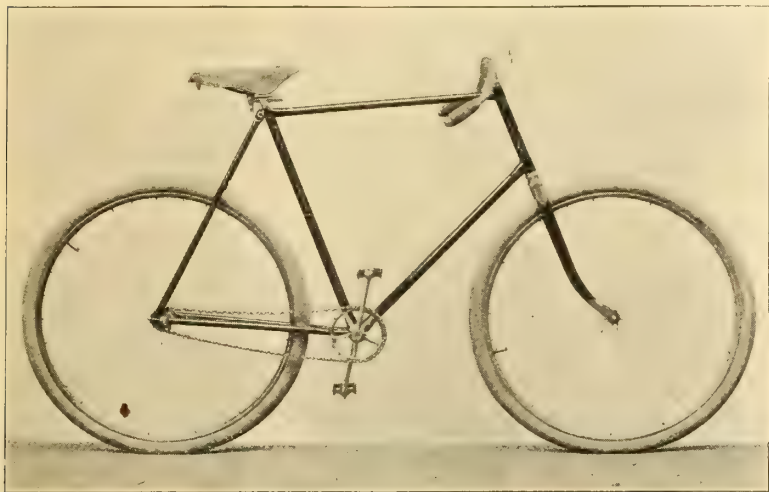
Yours. with order need many thanks in You have done well now is the time to do the missionary work and lay the foundation for future business.

Your competitors who wait until the Cycle Show will see their mistake when it is too late you are made of the right material. Success to you  
Yours truly  
The Eastleigh Mfg. Co.



### WILL JOB THISTLES.

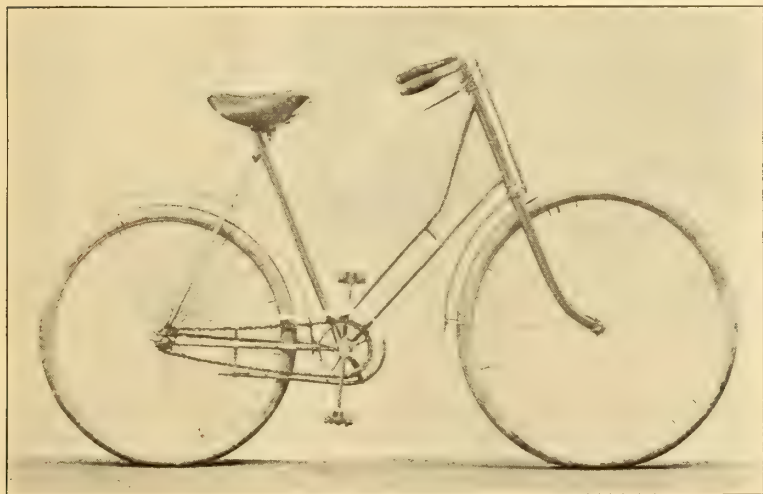
The Excelsior Supply Co., 250 and 252 Wabash Avenue, Chicago, will open their new store at 274 Wabash Avenue, with C. H. Plumb, in charge on January 1. They will do a large jobbing and retail business next year, and promise to be an important factor in Chicago trade. They have contracted for the output of the Fulton Machine Works, and will sell Thistles in all parts of the country. The Thistle is the wheel, it



*The Thistle.*

will be remembered, that was first brought into prominence in the Chicago road race last May, when William Bainbridge, on a Thistle, tied C. H. Peck for first time. In the same race Arthur Gardiner, on a Thistle, won third time. On this same wheel Gardiner rode into prominence at the Chicago and Denver meets.

The '95 Thistle will be built in three heights of frames—twenty-two, twenty-four, and twenty-six inch. It will weigh from fifteen to twenty-five pounds. The wheel base will be forty-three inches and the head  $9\frac{1}{2}$  inches. The tread will be five inches. The frame will be made of Mannesmann tubing brazed to drop forgings. The rear frame



*The ladies' Thistle.*

will be strongly braced at the top and bottom and both sprockets will be detachable. The bearings will be made from solid bars of best Jessop steel.

A cut of the ladies' Thistle has never been printed before. The details of the wheel are the same as in the gentlemen's wheels; the tread is five inches, and the frame made in two heights of frame—nineteen and twenty-one inches. It has a twenty-eight inch front wheel and a twenty-six inch rear, and weighs, all on, from nineteen to twenty-six pounds. The peculiar lines and large tubing make it one of the most rigid of ladies' wheels on the market.

Besides the Thistle, the Excelsior Supply Co. will handle the Featherstone line.

John F. Palmer returned to Chicago this week from Akron, Ohio, where he spent a week looking after '95 tires. Mr. Palmer was well pleased with his trip, for he has overcome a problem that has bothered him for some time. Most of the trouble with Palmer tires this year was caused by the valve cutting the tire. Mr. Palmer has surmounted this obstacle by vulcanizing a piece of rubber around the base of the valve.

**EVERY BICYCLE DEALER** wants our prices and electrotype for the best chain graphite in the market. Write at once.  
Mention The Bearings. HOPEDALE CYCLE CO., Milford, Mass.

365 DAYS AHEAD OF THEM ALL  
17 to 23 POUNDS  
CATALOGUE FREE  
FACTORY, HOLYOKE, MASS.

## Is Your Tool-Bag Soaked with Oil?

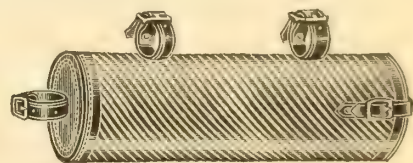


Has the oil leaked out of your can when you most need it?  
Avoid all trouble by getting a "PERFECT" POCKET OILER.  
25c. EACH.

The cleanest, neatest, and tightest oil can in the world. Regulates supply of oil to a drop.  
"STAR" Oilers, second to none but the "Perfect," 15c. each.

**CUSHMAN & DENISON, 172 Ninth Ave., N. Y.**  
Mention The Bearings

## DO YOU WANT SOMETHING NEW IN Tool Bags?



SEND FOR OUR SAMPLES.

Beautiful, Novel, and the Lowest Priced in the Market.

**H. M. ROSENBLATT & CO.,**

Manufacturers of anything and everything made from leather.

237-249 MONROE ST.

CHICAGO.

If you are interested in **SKATE STRAPS**, send for our Price List.

Mention The Bearings.

## The Everett House

is headquarters for all  
bicycle travelers.

Everett House, Union Square and 17th St.,  
NEW YORK.

### Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind. 18

### Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women, and even old men, would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill. 18

## Elwell European Tour Lantern Slides.

One hundred views taken on Elwell tours, with explanatory reading matter, rented to entertainment committees of bicycle clubs for \$2. Address,

Mention The Bearings

**F. A. ELWELL, PORTLAND, MAINE.**

### Cycle Makers!

An inventor, who has nearly a dozen new mechanical devices and improvements relating to bicycle construction, would like to engage with some good manufacturer. Address,

INVENTOR, care THE BEARINGS.



### FIVE NEW VICTORS.

The Overman Wheel Co.'s '95 catalogue is out, and accompanying it is a description of the Victor line. The new models include Victor Nos. 1, 2, 3, 4, and 5; the Victoria Nos. 1 and 2, and the Victor racer. The numbers given denote different heights of frame.

A special feature of the 1895 models is the new crank axle and bearing. The axle is in one piece, instead of two, both the crank sockets being a part of the axle, so that there is nothing to work loose or give way. The axle is made hollow, and its material so distributed as best to resist the strains put upon it by the rider. Increased lightness and strength are both obtained in this new form. The large bearings run easier, with less torsional strain, and at the same time give great stability to this important feature of the bicycle. This part of the machine is further improved by making the sprocket hub a part of the crank axle, and doing away with the taper pin, or old crank key. This new construction is more simple, much safer, and much less liable to give the rider annoyance from any tendency to work loose. The rear hub and sprocket is constructed all in one piece, and of the best crucible tool steel. Provision is made in the machine to allow the crank axle and rear hub to be turned about so as to bring the sprocket wheels on the left side of the bicycle, and allow the chain to bear upon the unused faces of the sprocket teeth, thus practically providing new driving apparatus.

The Overman Wheel Co. have issued a pad calendar, which will be sent to any address for five 2 cent stamps.

### HUMBER & CO.'S PLANS.

NEW YORK, Dec. 10.—Humber & Co., America, Ltd., will open five

ger, with large interests, of the Bidwell-Tinkham Cycle Co., of New York, to which position he was duly elected by the board of directors at a recent meeting. This addition to the management of the company is considered very valuable, as Mr. Walton is a man of large business experience and great enterprise.

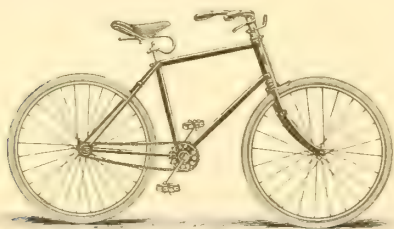
The Bidwell-Tinkham Cycle Co. announce that they will open branches downtown, and in Brooklyn, soon after January 1. They will also open in Newport, R. I., a fine instruction hall and branch store. The Tourist line for 1895 will be as follows: Thirty pound wheel, \$55; twenty-eight pound wheel, \$70; twenty-five pound wheel, \$85; twenty-two pound wheel, \$100; ladies' twenty-six pound wheel, \$85. The special features are: The twenty-eight and twenty-five pound wheels are made in three heights of frames, and the twenty-two pound wheel in two heights of frames. There are removable dust caps on hubs, allowing the rider to examine and oil the balls direct at any time. There are detachable, reversible, and interchangeable sprockets, and a new rear wheel adjustment.

The Bidwell-Tinkham Cycle Co. are general agents for the Stearns.

### Will Make Featherweights.

The Palmer Cycle Co., of Chicago, who made about 500 wheels this year, have completed arrangements with capitalists at Kearney, Neb., and the first of the year will move to that city. The city will furnish them with power and light for five years, and their new plant is large enough to turn out 3,000 wheels a year. The new company will be known as the Kearney Cycle Mfg. Co., with a paid-up capital of \$50,000. The members of the company are W. A. Falloon, J. S. Morrison, J. Rhode, and W. B. Walker. They will turn out five styles of wheels as follows: Kearney roadster, weight, twenty to twenty-three pounds; road racer, sixteen to nineteen pounds;

### THE VICTOR LINE FOR '95.



Victor No. 1.



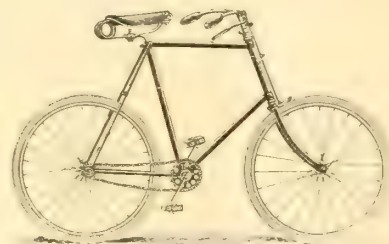
Victor No. 2.



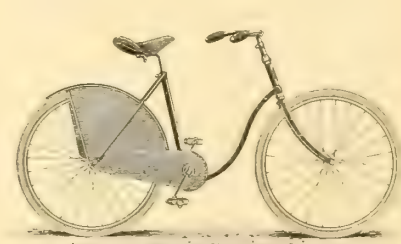
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Victoria.

branch offices in the United States, as follows: First division, all the New England states, worked from the factory at Westboro, Mass. Second division, New York, New Jersey, Pennsylvania, Maryland, Delaware, West Virginia, North Carolina, South Carolina, Georgia, Alabama, and Florida, worked from New York City. Third division, Michigan, Wisconsin, Minnesota, North Dakota, South Dakota, Ohio, Iowa, Indiana, Missouri, Illinois, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana, and Texas, worked from Cincinnati, Ohio. Fourth division, Montana, Idaho, Wyoming, Nebraska, Kansas, Oklahoma, New Mexico, Arizona, Utah, and Colorado, worked from Denver, Colorado. Fifth division, Washington, Oregon, Nevada, and California, worked from San Francisco.

The foregoing branches, excepting the factory at Westboro, will be established as rapidly as possible, a sufficiently large force of men traveling for each branch. Mr. Woodhead is the sole representative of Humber & Co. now in America—his headquarters being at 5 Appleton Street, Boston. The false rumor started by other cycling papers to the effect that the John Griffiths Co. had really purchased the Densmore-Yost plant, backed by the Humber company, is not to be credited as authentic. It was learned here today there is no truth in such a statement. Humber & Co. and the John Griffiths Co. are two distinct and separate organizations. The addition made to the Rucker story, as it appeared in last week's BEARINGS, to the effect that the balls used in the construction of the American Humber would be imported, which misleading statement was made in a recent issue of the *Recorder*, is also a canard, and should be contradicted at once.

### Change in the Bidwell-Tinkham Cycle Co.

Ernest F. Walton, general manager of the Wickes Refrigerator Co., has resigned that position, to take those of vice-president and general mana-

ladies' wheel, eighteen to twenty-one pounds; racers, thirteen to fifteen pounds; tandems, thirty-two to thirty-five pounds. The first three wheels will list at \$100, the racer at \$125, and the tandem at \$150. The Kearney will be on exhibition at the Chicago show.

### A Cement That Is Stronger Than a Horse.

F. C. Ames & Co., of 335 Broadway, New York, are making an enamel for which they claim much. The enamel is an air-drier, and does not peel, chip, or crack. The tire cement is put up in liquid form, dries in 10 minutes, and the tire that can creep when this is used, must be very nimble on its feet. The cement can be used on wood or steel rims.

### They Make Cycle Sundries.

The Norderer Mfg. Co., of Cleveland, Ohio, have issued their forerunner for 1895. They manufacture a large number of cycle accessories, among which are the Cleveland bicycle stand, the Eclipse repair outfit, elastic tire cement, Lustrous shine metal polish, Easy Glide chain lubricant, an axle lantern bracket, Diamond cycle lantern oil, etc. The Norderer company also make a novel toe clip, with side guards, which prevents the foot from slipping sidewise.

In their advertisement this week the Seig & Walpole Mfg. Co. report a number of "big deals" for their "Perfection" repair outfits. The Yost Mfg. Co. and Webb Tire Co. have ordered 10,000 each, and the Sterling Cycle Works, W. H. Wilhelm & Co., and Central Cycle Mfg. Co., 5,000 each. Among other firms who will use the "Perfection" are A. Featherstone, Simmons Hardware Co., E. B. Preston & Co., Schoverling, Daly & Gales, Excelsior Supply Co., and Hay & Willets.



# THE BEARINGS

Vol X  
No 21

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, DECEMBER 21, 1894.

## HAD TO COME TO IT.

**England About to Adopt the Two-Class Scheme—Opening of the National Cycle Show.**

LONDON, Dec. 8.—The National cycle show was opened on Thursday, at the Crystal Palace. Although the exhibitors—247 in number—are fewer than last year, there are some 1,500 cycles displayed. There was an inaugural luncheon for the executive, at which Mr. Hillman, one of the Premier Cycle Co., and chairman of the Cycle Trade Protection Association, presided. During Thursday the Palace was never crowded, but a fair attendance inspected the exhibits in the central nave. The inferior train service to the Palace makes the place inconvenient of access from the city. Even the so-called expresses, which carry first and second-class passengers only, occupy 30 minutes in covering the eight miles, and the trains run at infrequent intervals. Some attempts have been made this year to provide side attractions. Some trick riding takes place in the evening, and one or two smoking concerts have been arranged. This (Saturday) evening there will be a promenade concert.

Rational dress is rather in evidence at the Palace. Several exhibitors have employed stall girls wearing knickerbockers, as an attraction to their stands. One maker has

### A Female Rider in Knickerbockers

perched upon a machine, which she monotonously pedals to the wonderment of visitors. The lady editor of the *Herald of Health* has announced her intention of visiting the Palace with a number of friends, all clad in various styles of rational dress, this (Saturday) evening. I see no harm in this attempt to familiarize the public with the new costume, as the more widely it meets with adoption, the better it will be for its wearers. Some journals seem scandalized at the idea of a woman wearing knickerbockers anywhere but on a deserted country road. If the new style is a good one, and most people have come to that view by this time, I see no reason for fettering the liberty of the fair sex by restricting its wear to occasions. Why should not a woman wear rational dress anywhere and everywhere men do who pass unnoticed in their cycling attire?

Last Monday the London centre of the N. C. U. met and discussed the important agenda for today's council meeting at Sheffield. Very feeble and ineffective was the opposition offered to the new racing scheme,

### Providing for Two Classes of Amateurs,

which I think will very likely be adopted by the council today as the only practical solution of the difficulty. Mr. Blair's motion to place restrictions on the making of records was thrown out, and a sensible amendment by H. H. Griffin, dividing all records into two classes—A, made in competition, and B, made in time trials—was adopted, and will be submitted to the council.

To protect sport of all classes from the encroachments threatened by the county councils and other bodies, the Sporting League has just been formed. Its council includes the Right Hon. Jas. Lowther, M. P., and the Earls of Lonsdale, Durham, and March. The general council, which numbers over 500 of the leading representatives of various sports and games, includes Sir Augustus Harris, Dr. W. G. Grace (cricket), Col. J. T. North (racing), Guy Nickalls (rowing), G. H. Vize (boxing), H. H. Griffin (swimming), C. Val Hunter (athletics), Dr. E. B. Turner (cycling), and many others. The League will influence public opinion, promote alterations of the law necessary for the protection of sports and pastimes, take up and defend actions at law in test cases, discourage malpractice in connection with sport, and raise its tone where necessary, and generally counteract the pernicious influence of "faddists."

C. W. HARTUNG.

## ZIM FOR OFFICIAL REFEREE.

"Jimmy, would you act as official referee on the great circuit of the coming season, if the position were tendered you?" was the query fired point-blank at the greatest racing man of the age in New York recently.

Zimmy looked thoughtful and then said, "Hold a minute, will you? I have had something said to me about that. I want to be on the circuit with the boys and should like to go in an official way but I am afraid I might make some mistake, and that the newspapers would 'roast' me. I do not like to be 'roasted,' and I know what the position of

referee means. Yet, if I do not race, I may join the boys on the circuit next year. The position of referee has not been tendered me yet, anyway."

"Then you do contemplate retiring from the track?"

"Yes, I do. As I feel at present, my racing days are over. But then you know"—and the great speed merchant hesitated and smiled in a knowing way.

"What about a race with Johnson?"

"Well, that is some more of the all-winter's talk. I'm willing to race any one for the stuff, but I don't think Johnson wants any of my kind of a game. I have heard nothing of such a race." Continuing, Zimmy said, "The boys on the circuit, traveling as they do, have a picnic. Oftentimes during the past season I have recalled the old days, and in a way wished that I was once more circuit chasing in America. Oh, yes, I liked the people over there, and the racing-men, too. But there is no place like home."

"How many races did you win this season?"

"Well, not a hundred firsts, nor half that number. I won forty-six firsts, and was beaten twice. Over there I rode one race a day, and then only at such race meets as would draw a big gate. It would not pay to ride too often, for people would tire.

"About next season, I can hardly say what my plans are. I shall not go round the world nor to Australia. Otherwise I know not," and the "Skeeter" called, "Cards, gentlemen."

## SYRACUSE AFTER A NEW TRACK.

SYRACUSE, N. Y., Dec. 18.—The nominating meeting of the Syracuse Athletic Association members was held last night, when President Frederick R. Hazard, the millionaire treasurer of the Solvey Process Co., of this city, was named unanimously to succeed himself for the ensuing year. Mr. Hazard, in a few brief remarks to the members, said that he had not devoted himself to the club in the past year as much as he might, but the ensuing twelve months would see him actively engaged in working for the S. A. A. This is a good omen, and means that the association will have a much more successful career than in the past. The other officers nominated were: First vice-president, Charles H. Mowry, John B. Welch; second vice-president, Benjamin J. Shove, district attorney of Onondago County; secretary, Edward F. Hughes; treasurer, L. D. Holmes; athletic captain, William T. Young; cycling captain, Dr. A. G. Courtney, Jr.

The board of governors has the appointment of a financial secretary to look after the finances, and as the office pays a salary of \$800 a year, there are not a few candidates for the position. Henry J. Hughes, the present incumbent, is looking for reappointment, but Vice-President E. W. Hunt will no doubt be the successful appointee. R. E. Ross is said to be canvassing for the plum, and will make the other members labor.

There is more hustling to secure a first-class track in Syracuse now than has animated club circles in this city on a similar question since cycling took its first boom. At present there are prospects that a third-mile track will be constructed within the enclosure of the Kirk Park half-mile track, situated within five minutes' ride from the clubhouse. In case this does not work satisfactorily the old state fair grounds circuit will be resorted to as heretofore.

## THE MYRTLE HOPKINS' FUND.

The following are the receipts of the Hopkins' fund the past week. This glad Christmas time, when all are giving and receiving presents, is a fitting time to add to the fund for the poor girl, who is without friends or resources other than those whom her misfortune has made for her. It is to hoped that those friends will not grudge her at least a small contribution:

Previously acknowledged, \$630.05; F. D. Kellogg, Morenci, Mich., \$2; John D. Baldwin, Winsted, Conn., \$1.40; a collection box in Pope Mfg. Co.'s Buffalo store, \$3.62; C. S. Maxwell, Clyde, Mo., 75 cents. Total, \$637.82.

## About the Rambler Coast Team.

The report that Gormully & Jeffery would bring their Pacific coast team east next season, was confirmed in a measure last week in Springfield, where it was said that Manager Atkins and the coast team would be about the first to arrive at the track in the spring. The Rambler coast team now is composed of Ziegler, Foster, and "Big" Wells, who appeared at the Denver meet and scored such a success. It is reported, however, that Ziegler has positively signed with the Yost team, now on the coast.



## ROAD RECORDS IN 1894.

What the Century Road Club of America has Accomplished the Past Season—Accepted Records up to Date.

A review of the season just closed shows it to have been wonderfully successful from a racing standpoint, both as regards the track and the road. The number of new track records created has been bewildering on account of the numerous separate classifications that are deemed necessary, and because of the rapidity with which old records have been succeeded by new ones. Road records, too, have received a healthy shaking-up, and the result is a new set of very creditable figures for all the standard distances. The table appended shows the national records as they now stand for the various recognized distances that have been accepted by the Century Road Club of America as authentic and bona fide road performances:

**National Records.**

MILES.	TIME.	NAME.	PLACE.	DATE.
5	12:55	Monte Scott.....	New Jersey.....	Oct. 12, '94
10	26:07½	Monte Scott.....	New Jersey.....	Oct. 12, '94
15	39:30½	Monte Scott.....	New Jersey.....	Oct. 12, '94
20	52:51	Monte Scott.....	New Jersey.....	Oct. 12, '94
25	1:05:21½	Monte Scott.....	New Jersey.....	Oct. 12, '94
50	2:30:40	A. E. Weing.....	Buffalo.....	Sept. 15, '94
100	5:35:00	R. P. Searle.....	New Jersey.....	Oct. 12, '94
200	12:44:45	R. P. Searle.....	New Jersey.....	Oct. 12, '94
500	34:2h 20 min	R. P. Searle.....	New Jersey.....	Oct. 17-20, '94
1,000	6d 3 min	R. P. Searle.....	New Jersey.....	Oct. 17-23, '94

A noticeable feature in the registering of road records is that no distinction is made between paced and unpaced, or competitive and non-competitive records, the desire being simply to record the fastest time between two given points or for specified distances. In addition, however, to registering national records as they are established, it has been deemed advisable, in order to offer equal encouragement to riders in all sections of the country, to take cognizance of state records.

A large number of records have been made on specially selected short courses, which, while technically made "on the road," are hardly entitled to be classed with performances on the public highway as it is ordinarily found. In a number of cases the performance amounted practically to a track record. It is to be expected that a wheelman after a record will seek the best available course, but it is obviously necessary that some reasonable rule should be observed as to what shall constitute an allowable course, both as regards its length and the character of its surface, for a fair test of real road riding ability. The road records committee of the Century Road Club is guided by the following rules in considering record claims:

### Road Record Rules.

The Century Road Club of America will recognize only such records as are made in accordance with the following rules on public highways; provided, that not more than one-tenth of the entire distance ridden may be on asphalt, wood-block, stone, or brick pavement, or on park boulevards.

1. In addition to records between well defined points on certain routes of general interest, regardless of the exact distance, the following records only will be recognized, viz.: 5, 10, 15, 20, 25, 50, 100, 200, 300, 500, and 1,000 miles, 24-hours, one years' mileage, and the greatest number of centuries ridden in the calendar year.

2. For a five-mile record, a two and a half mile course may be used, but for records for ten, fifteen, twenty, or twenty-five miles, the course must measure not less than five miles in length; for a fifty-mile record not less than ten miles, and for a record of 100 miles and upward, not less than twenty miles.

3. Timing must be done by competent persons, and with at least three watches at both start and finish, all the watches to be carefully compared to standard time, and a certificate that will be satisfactory to the road records committee as to the length of the course and the accuracy of the timing must accompany a claim for record.

4. No distinction will be made between paced and unpaced, or competitive and non competitive records; the desire being simply to place on record the fastest time for given distances.

5. The burden of proof as to the genuineness of a record in every particular shall be understood to rest with the claimant, the road records committee of course taking whatever steps it may deem proper to secure evidence bearing upon the record.

6. For checking purposes on long distance record rides, as, for example, between Chicago and New York, the rider must carry a book, or checking list, in which he must obtain at essential points en route, the signatures and addresses of competent checkers, together with date and hour of signing; the same to be submitted to the committee with the claim. Also, postal cards may be mailed to the chairman of the committee at frequent intervals en route, giving date and hour of arrival at point from which mailed. If this latter method be adopted the chairman should be notified beforehand of proposed route and schedule. A rider may also, in addition to the foregoing methods of checking, avail himself of the services of persons with whom he may ride during the whole or any part of the journey.

These rules were framed after much careful thought, and they are not believed to impose too rigid requirements; nor, on the other hand, to be so liberal as to give the wheelmen of one locality undue advantage over those of another.

### After a Record Claimed Is Investigated

and accepted, a certificate, suitable for framing, is issued.

It is only within the past year that any attempt has been made by an organized national body to take care of records made on the road and give them an official status. Doubtless one reason for this has been the impression that road racing is an illegitimate practice—something that should be suppressed. As a matter of fact, probably the majority of road events are conducted by virtue of special sanction obtained from the civil authorities; in some instances they are even encouraged by the local officials. Under such circumstances they can hardly be regarded as unlawful in the sense

that indiscriminate road scorching is unlawful. □ Road races form one of the most popular features of the sport, and that they are beneficial to cycling in an educational sense can not be denied; it is certain that in no way is the true amateur spirit cultivated to a greater extent than by the promotion of these road contests.

## BICYCLES AND DOGS CLASSED TOGETHER.

CINCINNATI, OHIO, Dec. 17.—Some time ago Cincinnati dedicated her new palatial city hall, and thereupon Mayor Caldwell and Superintendent Lillard promulgated a set of rules governing the same. The last rule reads as follows:

No dogs or bicycles admitted under any circumstances.

Of course Cincinnati wheelmen concede the impropriety of using the mosaic floors in the corridors for a bicycle track, but it does not seem fair to class the bicycle with the cur and the canine. Rule No. 10 should have been added for the benefit of the dog.

Last week John Anderson, one of the city employes, undertook to take his bicycle into the building, and the *Times-Star* gave the following account of his trouble:

John Anderson, of the elevator department of the city building inspector's office, is the proud possessor of a bicycle. He tried to bring it into the building yesterday, but was stopped by Superintendent Lillard. John got very hot under the collar and demanded an explanation of this unseemly conduct. Mr. Lillard referred him to the rules of the city building, which distinctly provides that no bicycles or dogs shall be allowed in the building. Yesterday afternoon John called on the mayor with his plaint. The mayor said he would confer with Mr. Lillard in the matter.

"I shall bring that bicycle in anyhow," said Anderson, "whether Lillard allows it or not."

The mayor then said: "If you have already decided what to do there is no use of my taking any action."

Mr. Anderson left. Lillard has instructed his officers to keep a special lookout for the bicycle and throw it out bodily.

Superintendent Lillard has recently become the father of a bouncing boy, and Cincinnati wheelmen anticipate that when Lillard, Jr., rides a bicycle his father may be induced to class the bicycle in more congenial company.

## HENDEE RUNNING AGAINST MILLER.

SPRINGFIELD, MASS., Dec. 17.—D. Edward Miller will not have such a walk-over for the presidency of the Springfield Club as his friends hoped. This isn't because he has lost popularity. But some feel that he should have staid out after he declined re-election. They think he ought to have considered the matter before declining, and then refuse to say anything more about it. However, he is deservedly popular and will be re-elected any way. The club members think it would be too hard to fill his place this year, and want to keep the old successful hand at the helm.

The only person who is making any run against him is George M. Hendee. The contest is good natured, and Mr. Hendee and his friends know the prospect of his election is small. Perhaps next year will be his, but this year there will be no change.

There is too much to be done, too broad a field to be covered in bicycle work, and too much necessity for aggressive action to turn down an old hand for a new one. For that reason Mr. Miller deserves re-election. He knows just what to do and how to do it, and no untried schemes will be experimented with to the detriment of practical reform.

The warm weather ruined the prospects for winter sports which the Springfield club expected to inaugurate at its summer clubhouse before this. Snow and ice are apparently in the remote future, and consequently the pleasures of skating, tobogganing and curling are for the present postponed. On the other hand warm weather and rain have combined to cover the ground with mud a foot deep (more or less), rendering riding impossible. Therefore, the only thing wheelmen can do is to sit in the club-rooms and talk over the contests and tours of the past summer.

## A CIRCUS IN DETROIT.

DETROIT, MICH., Dec. 17.—"Good thing; push it along." The writer refers to the circus that the Detroit Wheelmen are about to spring on the unsuspecting public. The Auditorium has been secured for the holiday week up to and including New Years, and the boys are about to produce a mid-winter circus. A regular circus and tent, with clowns, horses, tumblers, and all of the paraphernalia has been secured, and will occupy the central part of the auditorium. The usual number of side-shows, a Turkish theatre, ball-racks, pea-nut stands, etc., will be grouped around. In the spacious balconies which surround three sides of the hall, will be held a bazar. The price of admission has been placed at 10 cents, but a spectator may possibly find use for a few extra dollars during the evening. Nearly 5,000 tickets have been disposed of already, and the circus bids fair to prove a big success. Some other clubs who are looking for a novelty would do well to pay us a visit and get a pointer on how to carry on a good thing; also how to push it along.

### John S. Johnson's Mother Dead.

A telegram from Minneapolis last Monday announced the death of John S. Johnson's mother. Mrs. Johnson has been ailing for some time. Her condition was considered dangerous Thanksgiving week, and Johnny was called home from New York. As his mother had improved slightly, he paid a flying visit to Canada and Syracuse. While on his way home his mother died.



## JOHNSON'S RECORD GOES.

**A Comparatively Unknown Buffalo Rider Does a Straightaway Mile in 1:35 Flat.**

BUFFALO, Dec. 13.—Edward F. Leonert, of the Press C. C., now has the honor of having ridden the fastest mile ever made on a bicycle. He negotiated the distance in 1:35 flat today,  $\frac{3}{4}$  seconds lower than the remarkable mile made by John S. Johnson on the Delaware Avenue Boulevard, and  $\frac{1}{2}$  second under the running horse record of 1:35 $\frac{1}{2}$ , set by the great Salvator at Monmouth Park over three years ago.

It had been a foregone conclusion in the minds of the party of Class A record-breaking aspirants who have been performing on the Delaware and Hertel Avenue courses for the last month, that Johnson's record would be discounted before they discontinued their attempts. Several times they had gotten dangerously close to the coveted goal, and the time made yesterday was not as much of a surprise as it would otherwise have been. The timers and officials claim that the distance and the time are absolutely correct, and that they are willing to file affidavits as to the accuracy of their work. There is no reason to doubt that the time or distance was less accurate than that in

### Johnson's Record Mile.

In fact, if anything, the local men would be more apt to err on the other side of the fence than would the shrewd and slippery Tomec who had

But this was not the only noteworthy performance of Leonert. Right after his remarkable paced mile he went the distance unassisted in 1:52 $\frac{3}{4}$ ,

### Lowering John Penseyres' Record

of 1:53 $\frac{3}{4}$ , made over the same course two weeks ago. Other aspirants tried unpaced miles, but their endeavors fell far short of record time. Mose Mignerey was one of them, and his time was 2:06 $\frac{3}{4}$ . C. V. Brunner went in 1:58, and then Louis Kimmler tried his luck, scoring in 2:07. The officials were: Timers, Frank C. Cullen, George Newhouse, J. H. Griggs, Joseph Zimmer; starter, Claude Whitney; judge at start, Martin Dormer.

## MILWAUKEE AFTER BICYCLE THIEVES.

MILWAUKEE, Wis., Dec. 18.—Gradually local wheelmen are being recognized by the aldermen. Some years ago riders were regarded as children, but that impression is by degrees being obliterated, and some attention is being paid by the city fathers to the demands of cyclers. Alderman Con. Corcoran has now introduced an ordinance that is favored by all local riders. It will materially assist the local police in catching bicycle thieves, who, during the past season, have been quite active here. The measure now pending before the council requires that all firms engaged in the repairing of bicycles or similar vehicles shall keep a record of the bicycles which it receives for repairs, the name and the address of the person having the work done, a description of the wheel, and a description of



charge of the arrangements of the mile made by the Minneapolis wonder.

The trial was made on the Hertel Avenue course, which is paved with asphalt, and is about as fair as to grade as the boulevard route. The start was located about one-third mile east of Delaware Avenue, and continued eastwardly to about a quarter mile west of Main Street, where the finish line was stretched. A swinging gale was blowing from the west, which greatly assisted the quadruplet team in its battle with Father Time. The riders upon the big machine were Chas. Dorntge, the well-known pro.; Louis Kimmler, an elderly enthusiast, who has shown a bit of speed lately, M. Mignerey, the mud-horse who finished third in the 250-mile Buffalo-Pittsburg road race last September, and C. V. Brunner, a lively member of the Ramblers B. C. Leonert was mounted on his regular machine, and wore a heavy suit of jerseys, with coat and cap. Unlike the attempt made a few weeks ago,

### The Quad Got a Rattling Good Start,

and came across the tape in the grasp of forty mile an hour blizzard. The men worked like Trojans, however, and kept up the clip right to the finish line. Meanwhile Leonert remained right at the rear wheel of the big machine, and never budged from his position during the entire journey. The start of the party was signalled from the initial line to the finish, but as no provisions were made in the electrical apparatus to give the alarm at the quarters, no intermediate times were taken. Four timers were stationed at the end of the route, and it is claimed that the watches showed but  $\frac{1}{8}$  second variation from the official time agreed upon by the referee.

the person leaving it. This record shall be open at all times to the chief of police or his assistants, and the police may hold any bicycle for identification when there is reason to believe that the person leaving the same is not the lawful owner. A penalty of \$50 is imposed for violation of this ordinance.

### Road Records Accepted.

The following road records have been allowed by the Century Road Club of America: C. D. Comstock, twenty-five miles, 1:14:21, May 30, 1894, Ohio state record. Wm. Christ, ten miles, 27:15, August 5, 1894, California state record. C. G. Wallin, Buffalo to Pittsburg, 243 miles, 21:15:30, August 24-25, 1894. C. G. Wallin, Erie to Pittsburg, 145 miles, 13:11:30, August 24-25, 1894. J. R. Dunlop, 100 miles, 6:43:00, October 7, 1894, Maryland state record. A. G. Harding, St. Louis to De Soto, forty-seven miles, 3:05:00, November 16, 1894. A. G. Harding, St. Louis to De Soto and return, ninety-four miles, 8:03:00, November 16, 1894, course record.

The annual election of the Baltimore Cycle Club took place last week Albert Mott, chairman of the National Transportation Committee, and for years chief consul of Maryland, was elected president. The other new officers are: M. R. Mettee, vice-president; H. Barrington, treasurer; W. P. Gundry, secretary; H. P. Hall, captain; W. P. Chittick, first lieutenant; H. P. Seim, color bearer; John A. Graham, bugler; A. McK. Graham, surgeon; executive committee, J. A. Arnold, W. H. Jackson, E. B. Jones, associates, O. Milton Dennis, W. Juneval.



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GEO. K. BARRETT, EDITOR.

### TO ADVERTISERS.

Advertisers are requested to get their changes of copy for the issues of "The Bearings" following Christmas and New Years, in on the previous Saturday, as these two holidays will each rob us of a work day.

### CHRISTMAS GREETING.

A merry, merry Christmas to all who love the wheel—to rider, to maker, to dealer. May the sport never wane and may the business always boom. To the non-rider we can wish nothing better than that he may find a bright, shining wheel beside the chimney piece when he wakes up on Christmas morning. The wheel of the regular rider has already assured him a cheerful disposition and a good appetite, with which he may well defy the world and its troubles. We can only wish for him a never decreasing interest in his machine. For every cycle maker and dealer we wish that he may find a good fat order in his Christmas stocking.

As for ourselves we feel very like the boy who wakes up on Christmas morning and finds his stocking empty. We have been, like paterfamilias, in the habit of furnishing the wherewithal to provide ourselves a Christmas present—a big Christmas issue, replete with all the good things of cycling literature. There have been other paterfamilias in the cycle publishing business and they got together one day and talked the matter over and in a matter-of-fact, business sort of way made up their minds that they would deny themselves their Christmas presents. They cost too much. That is all.

Again, a merry, merry Christmas to all who love the wheel.

### A PRIZE SUGGESTION.

The busy brain of Tom Eck is responsible for a suggestion in regard to the regulation of prizes at race meets that has in it food for study. When cycle racing was in its infancy the promoters of race meets depended almost entirely on donations from cycle makers and local merchants for their prize list. Now it is different. The larger meets, at least, usually pay good hard coin for their prizes, which are mostly in the nature of precious stones and articles of jewelry. It is now proposed to have the Racing Board furnish prizes. The prizes to consist of gold medals stamped from an official die, all of equal fineness, and varying in weight according to value, these medals to be numbered consecutively and a record of the winners kept, with the numbers. The features of such a system would be that the racing man would know when he rode for a L. A. W. medal of a certain advertised value that he would get a prize that would be convertible into that much cash, and that any time he should retire from the path he could realize the full value of his prize. There would be no deterioration of values, as in the cases of merchandise prizes, and no inflation of prize lists—a thing, by the way, that has been much remedied by the present Racing Board. On the other hand if a man came under the suspicion of the Racing Board he could be compelled to show his numbered prize as the proof of his amateur status. A plan of this kind might not be feasible, but it is at least worth a little study.

### THE OFFICIAL REFEREE.

Zimmy is just like the rest of us modest men. He does not care to accept a position until it is offered to him. A BEARINGS' correspondent

asked him if he would accept the position of official referee on the National Circuit next season, if it was finally decided to have official referees. He gracefully declined to accept the position (for publication), but said that he had heard rumors that his name had been mentioned in connection with the position, and further admitted that he would like to follow the circuit and be with the boys, that he liked America better than all the rest of the world, and that he was not going to Australia, or South Africa, or any such place. In short, any one with more intelligence than a cigar sign would be led to believe that if the position of official referee of the National Circuit were unanimously thrust on Arthur Augustus Zimmerman, that he would hardly have the heart to refuse to accept it. We are all satisfied that an official referee is a necessity, and we are all satisfied that what Zimmy does not know about racing would not make nearly so large a book as the one that he has given the public on what he does know about racing, and we are also satisfied that the racing men would be satisfied with him, and that whatever he wants from those who have the interest of racing at heart he can have. Therefore, if he feels what his words indicate that he does feel, we might as well set it down as an assured fact that next season we will see the programmes on the National Circuit with the name of A. A. Zimmerman, referee, in great big letters. Zimmy, we congratulate —, but hold on. We forgot. He hasn't accepted the position yet. In fact, the office has not even been created. Well, we were a little ahead of time, but then that is our way. Excuse us.

### ART.

The usually facile pen of *Cycling Life's* editor slipped off the trolley last week and spluttered around for a couple of "stickfuls" before it recollected itself and resumed the even tenor of its way. The subject was "art," and Mr. Wardrop wrote just enough to show that he was beyond his depth, and floundering about in an altogether uncongenial element.

"To discover art," said Mr. Wardrop, "one must turn to the pages of our English contemporaries and survey the frequent brilliant bits from the studio of George Moore."

As a matter of fact English illustration in every branch is away behind that of America. England has no artists to compare with our Smedley, Frost, Pyle or Gibson, and American cycle artists are just as far ahead of the English contemporaries as those named are ahead of Du Maurier, Stanley Wood, or Caton Woodville—as *Truth* is ahead of *Punch*.

The particular brilliant "bit" to which attention was called, is a wash-drawing entitled "Collared," drawn by Moore, and given as a supplement to *Cycling*. This picture is good, very good, but technically, as a drawing, it is away off. "Never any inaccuracies," says Wardrop, and yet the drawing in question is full of them. The left leg of the mounted policeman, for instance, is hopelessly out of drawing, while the front legs of the horse—which Mr. Moore has "craftily" covered with a fog of uncertainty—if drawn out, would quite eclipse the figure in the foreground.

"Rubens" Wardrop has trespassed on ground to which he is a stranger.

The *Rubber World* says that the question of adulterating pneumatic tires, in view of the present sharp competition and low prices, "may call for a special Dana on the cycling press." What is the matter with F. P. Prial? We thought that he laid claim to the title of the Dana of the cycling press, but perhaps our trade contemporary thinks that the present Dana is not equal to the task, and wants a "special" Dana. Well, there's Senator Morgan.

The *American Cyclist's* editor is surely abreast of the times. He does not think it at all improbable that the north pole will be discovered by the aid of cycles, or that the wonders of the submarine world will be explored by wheelmen. He also discussed the adaptability of the cycle as an aid to smugglers. He is, we repeat, abreast of the times.

Wheelmen in laying out their money for holiday presents will do well to remember Miss Myrtle Hopkins, who was run down by Wells and injured beyond power of words to tell, and who is now depending on the generosity of the wheelmen for her very sustenance.

The two cycle shows with which England is blessed, are both well over before the winter holidays, while both of the shows in this country will take place after the first of the year. Another season will see at least one American show well over before Christmas.

We extend to John S. Johnson and his brother Anton our sincere sympathy in the bereavement that they have suffered through the loss of their mother, who died during the absence of both from home.

Still the time for the mile will not stay where we all thought that it had been put for this season, at least. Leonert, of Buffalo, has cut  $\frac{3}{4}$  of a second off Johnson's time, and left the figures 1:35 flat.



# A RHYME FOR XMAS

By  
*Sandy Hook*

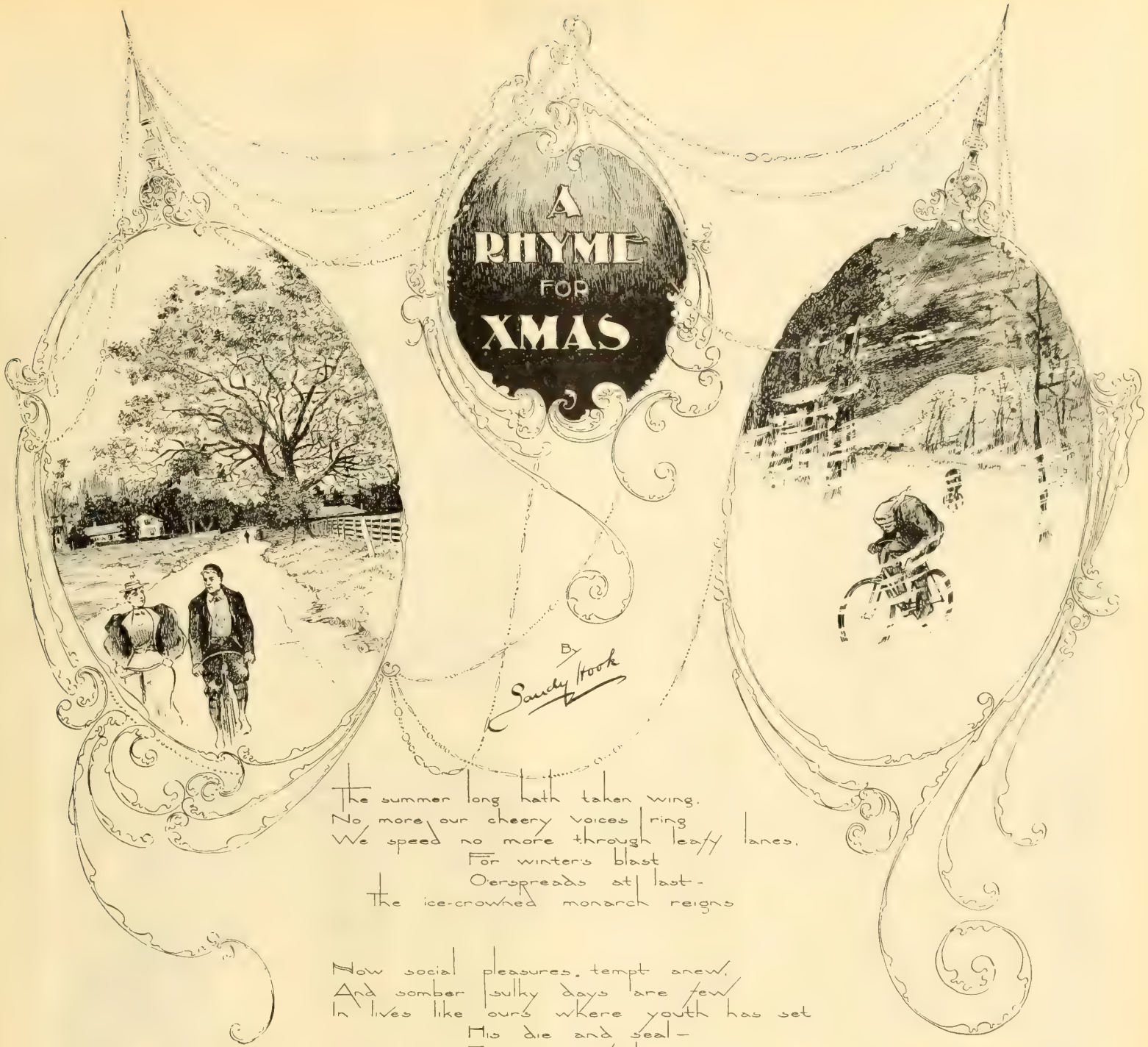
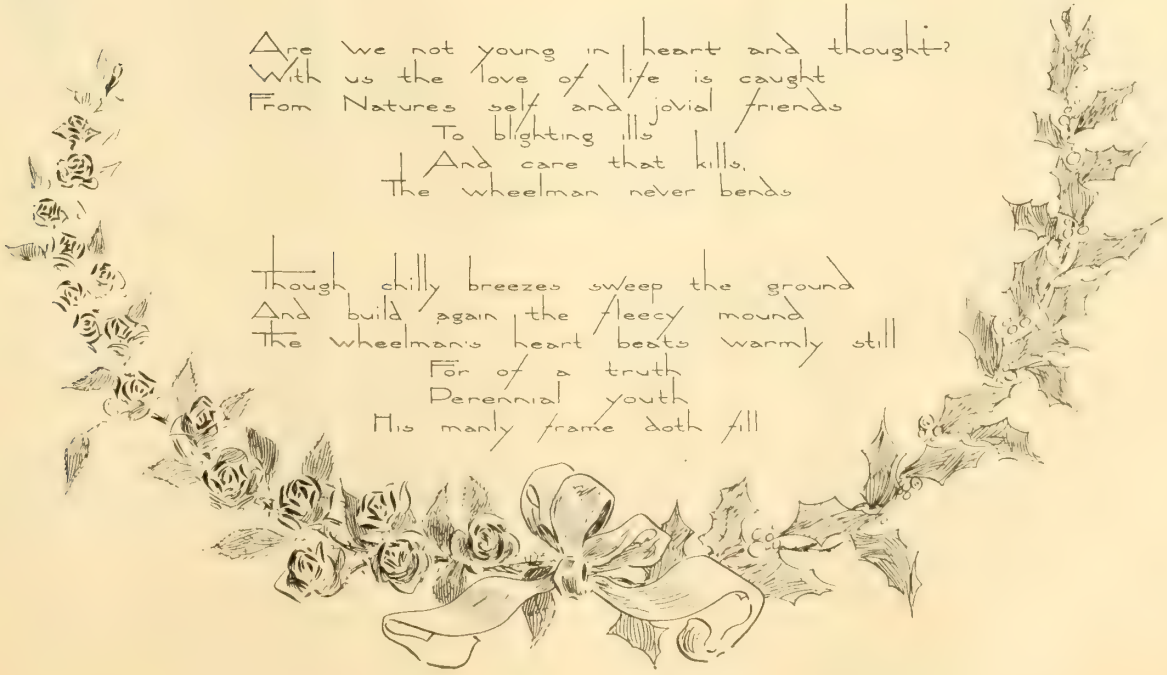
The summer long hath taken wing,  
No more our cheery voices ring  
We speed no more through leafy lanes,  
For winter's blast  
O'erpreads at last -  
The ice-crowned monarch reigns

Now social pleasures tempt anew,  
And somber sulky days are few  
In lives like ours where youth has set  
His die and seal -  
To us we feel  
He gives the coronet

Are we not young in heart and thought?  
With us the love of life is caught  
From Nature's self and jovial friends  
To blighting ills  
And care that kills,  
The wheelman never bends

Though chilly breezes sweep the ground  
And build again the fleecy mound  
The wheelman's heart beats warmly still  
For of a truth  
Perennial youth  
His manly frame doth fill

*Charles Cox*







BY OLE OWEN.

"The idea is simply this," Smithers was explaining to his wife—he always expounded his schemes to her, while she listened with great apparent interest, and replied in the most malapropos way imaginable; of which fact the honest fellow took no notice, being wholly occupied with his subject.

"The idea is simply this, if things keep on the paraphernalia of a wheel-man will cost him more than the machine itself does. Look at the stuff a fellow has to buy even now—locks, wrenches, bells, lanterns, repair outfits, oil, grips, a suit, a cyclometer, mud-guards, and—great scott, no end! I tell you, what the world needs ain't more thingumbobs for a wheel, but less. The nineteenth century is waiting, yes, longing, for the cyclist who will invent simplicity and abolish complexity!"

"We must get something for Henry's folks," said his wife, earnestly, pausing in her mending. "Last Christmas they gave us—go on, dear; what were you saying—abolish complexity?"

"That's it exactly," he responded. "You have phrased it to a nicety. Take the single item of pumps. There is my foot-pump. Then there is the small one I take out on the road; that is just one branch of the subject; the vast, and I may say, overwhelming subject of pneumatic tires. What a great improvement they are over the old ones, to be sure, but they drag in their train a host of fallals, and the pump is not the least."

"We can't, in decency," said Mrs. Smithers, pursuing her own train of thought, "pass Aunt Eunice by. A set of tea-things, or at least a cup and saucer —"

"In this emergency the question occurs to me, Why have pumps? This may sound revolutionary. You may say I am too radical—fly lower—take something easier. I won't! I say again, Why have pumps? Isn't there some other way to inflate your tire? Or, if you must use a pump, can not it be simpler, smaller? Can not you have a smaller chamber and faster action? If so, how?"

"I don't know, I'm sure," said his better half, threading her needle. "But I do know that we are not going to be able to make very many Christmas presents this year."

"Too bad," he replied absently.

"Can't we raise some money some way, dear?" she continued. "The children must have a tree or they'll die."

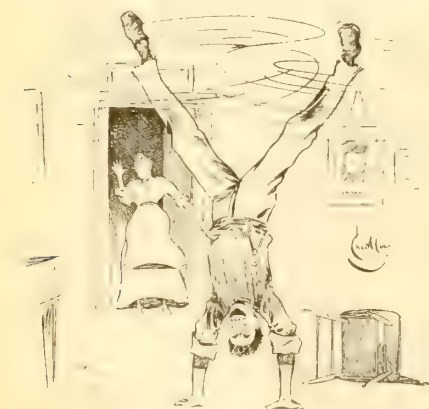
"Don't know, pettikin," he said, pinching her cheek, as he roamed around the room. "Might sell something."

"I don't know what we have to sell," she answered, laughing, "unless it would be baby's carriage or your wheel."

"Sell the carriage," he said, as he left the room in his usual brown study.

He stuck his head in a moment afterward to remark, "I'm going into the den for awhile. Got one or two ideas I want to work out."

Smithers' den was a small apartment in his modest home which he had converted into a workshop. Odds and ends of wheels, ratchets, springs, and general mechanical litter lay everywhere. In one corner was a wooden model of a new and wonderful bicycle on which Smithers worked when he had



"Eureka!"

nothing else to do. Various half-finished contraptions hung here and there or reposed under the work-bench where they had been thrown. Smithers was accustomed to toil arduously for a few days at any idea that struck him, and then very often toss it aside when his enthusiasm had spent itself. Hence the appearance of his den was anything but orderly, particularly as his neat young helpmate and her feather duster had been waved sternly away.

He lit his pipe and sat down on a nail keg to think. The clock on the workbench ticked the minutes away, and still Smithers remained buried in profound cogitation. Occasionally he scratched his head, or made some

hasty sketch on the back of his hand, only to rub it out and resume smoking. Suddenly Mrs. Smithers, seated quietly at her work, heard a remarkable racket from the direction of the den. She rushed out to see what was the matter.

Her liege lord was walking around on his hands, shouting "Eureka!" and waving his legs wildly in the air.

"For mercy's sake, John!" she cried, "what is it?"

"No more pumps!" he exclaimed, resuming his feet. "Just a capsule"—giving her a hug—"a mere pill"—another hug. "Splendid! splendid!"

"Is it really something good?" he said, arranging her hair, tumbled by his exuberance. "You look as happy as if you had discovered a gold mine."

"I have!" he said. "It means money—coin, scads, pettikin; a sealskin for you, books for me, a forest of Santa Claus trees for the babies. I'll give you the idea in a nutshell. Here is a capsule of explosive material, we will say. Here is your tire, empty, deflated. Open the valve, drop in the capsule, close the valve. Then you jump on, start off, and the capsule explodes inside the tire, fills it with gas, and there you are."

"Why, I can actually understand that, John!" she cried. "You clever, clever boy!"

"Simple, ain't it?" he said, beaming with gratified pride. "Came to me like a flash. Stepped on a match, noticed what a smoke it made, got the idea!"

The next few days Mrs. Smithers saw but little of her husband. He explained to her that he had to make a special valve and was also compounding capsules. This latter was attested by one or two tremendous explosions that frightened her out of her wits and nearly closed Smithers' career.

At last he announced that he was all ready to submit his idea to a manufacturer, and accordingly, taking his wheel with him, boarded the train for Snodgersville, the home of the great Snodgers, maker of pumps, lanterns, and other etceteras of the cycling trade. He found the magnate in his office and explained his errand. The latter listened patiently and gave his judgment as follows:

"All very well theoretically, but it won't work."

"Why?"

"Because, well—er—it is not practical."



"Very cogent," said John, with sarcasm that was wasted on Snodgers. "Suppose, however, I bring in my bicycle and show you."

"All right," said Snodgers.

The young man went to the door and wheeled in his machine.

"You observe," he said, "that the tires are empty. I now open these special valves (which, by the way, are simpler than the old), and in each drop a capsule, which is calculated to produce just gas enough for proper tension. I then close the valves. Now oblige me by mounting. You ride, I believe?"

"Oh yes," said Snodgers, whose face expressed disbelief in the whole proceeding. He thereupon mounted the machine.

He had not gone a yard when a muffled report was heard, and the bicycle, beautifully inflated, rose slightly and shot forward on feet of velvet!"



# Why It Is Popular

## The Waverley is Strong.

The Indiana Bicycle Company reports a remarkable fact regarding the strength of the wheel, which certainly speaks volumes for the Waverley. Since the Waverley has been on the market about 25,000 have been sold, but up to the present time not a single frame has ever been reported broken from any cause. A great many machines that had been run over by ice wagons, street cars, trucks, etc., have been returned for repairs, but not a single frame with a piece of broken tubing or defective brazed joint, nor a broken or defective forging has as yet shown up.—*Referee*.

The *Waverley* is honestly made of the best material that money will buy, the workmanship being of an unusually high standard. It is a well-known fact that from the same steel one workman will produce an ax that will hold a remarkable edge, while a dozen other workmen, with apparently the same facilities, can not succeed in producing an edge at all. Building bicycles is parallel to making axes, there is a secret in working the material known only to one man in thousands. *We have that man*, which accounts for the fact that the *Waverley* is the highest of all high-grades. It is the best seller because it is the best bicycle, and because we can afford to list it at \$85 00, while inferior wheels are listed at from \$15 00 to \$40.00 higher.

CATALOGUE FREE.

## INDIANA BICYCLE CO., INDIANAPOLIS, IND., U. S. A.



"Well!" said Snodgers, getting off and rubbing his bald head. "Well!"

After he had recovered from his surprise the old gentleman bade Smithers tell him the whole story over again, and listened with close attention.

"How much do you want?" he said.

"Five thousand dollars," replied John, bold as a lion now.

"Um," said Snodgers, stroking his chin. "Patented, I presume?"

"Well, no," answered John. "You see," he continued, "I thought I would show this to you, and we would deal fairly as man to man."

"Just so," said Snodgers dryly. "Er—suppose you let me write you in a couple of days. I must consider the matter—I must consider the matter."

John returned home. At the end of a week he wrote Snodgers, but received no reply. At the end of another week he wrote again, and had a cold note saying that "the matter referred to would receive attention in due time." On this he once more took train, wheel and all, for Snodgersville. Arriving there about seven in the evening, after having supped he mounted his wheel for a spin through town, intending to see the great man next morning. And here something occurred to change his plans. As he was wheeling leisurely along a quiet lane he perceived two girls ahead of him, likewise taking a spin in the cool of the evening. Their voices floated back in the gloom.

"Yes," one was saying, "Snodgers is awful hard to take. He talks so funny, and then he is always putting that big podgy finger of his on your note book."

(Snodgers' stenographer!" thought John.)

"But say, he's got hold of something great. He wrote a letter to some agent in Washington day before yesterday to get right to work and take out patents on a capsule for filling tires. It explodes inside, you know. He says it's great. He told the bookkeeper that he invented it last summer."

Smithers fell off his wheel.

The next train home took John back to his native heath, a disgusted man.

"Robbed!" he exclaimed. "And no recourse but a long litigation. How is a man to litigate without money? No, I'll write Snodgers what I think of him and let it go. His age protects him from anything else—hoary-headed old villain!"

The next morning his wife asked him about the result of his trip. He replied:

"Up the spout! No good, and might as well give it up."

"Then Henry has wasted his money!" she said.

"I don't understand you," said Smithers.

"Why, the patent."

"What patent?"

"On the capsule. You told me it was a gold mine, you know, and I was telling Henry's folks (please don't be mad), and Henry said he would get it patented and give you the patent for Christmas. And he did," she said, going to the bureau drawer and producing a long, official-looking envelope. "Here it is."

It is to be hoped that Smithers remembered to breathe a little prayer of thanksgiving then and there.

At any rate he took a lawyer and his precious documents that very day and hied him again to Snodgersville. The interview was short and decisive. In exchange for his documents aforesaid Smithers got a huge bundle of banknotes very nearly the sum he had asked, and returned to the bosom of his family.

And as he placed the goodly currency in Mrs. Smithers' hands the Christmas bells rang out joyfully! Smithers remarked that he had seldom heard a finer chime.

### WILL CHARGE FOR CARRYING WHEELS.

BALTIMORE, MD., Dec. 17.—Chairman Albert Mott, of the national transportation committee, has just given it out that, for 1895 at least, about all the railroads will charge 25 cents for carrying wheels when accompanied by their riders. The plan of the railroads is to make the charge of 25 cents uniform for all distances. The tendency of the railroads for years has been to put some tax on wheels, and Mr. Mott has spent most of his League time in combating it. Now, he admits, he has lost a goodly portion of the game. Mr. Mott says that railroads will make the charge as a sort of experiment. He has represented to them in all conceivable ways, that, if they tax the wheels, they will lose much of the traffic of the riders, as free wheels on trains are a great inducement for young men to use the railroads. The traffic associations evidently do not give much weight to Mr. Mott's argument, as they have definitely decided to put on the tariff. Mr. Mott says that this tax is an echo of the recent stringency through which the country has passed. During that period the railroads were hit probably harder than any other corporations, and they took up a microscope to find out where they could increase their earnings and decrease their expenses. The leading railroads calculated that they

#### Carried 2,000 Wheels Per Month.

A tax of 25 cents on each of these would be \$500, or \$6,000 per year, which, at 3 per cent, represented \$200,000 in capital. They wanted this badly, and have decided to take a decisive step to the getting of it. If a slight charge on wheels should be found to work satisfactorily, the natural tendency will be to increase the assessment. Mr. Mott still contends that the railroads are making a momentary mistake. He says that for long hauls, he does not suppose it will make so much difference, but the local traffic will seriously

suffer. Men who ride out on trains, facing a strong wind, with the idea of being "blown-in" by it, will now use their wheels entirely, while the many who take the run of a hundred miles on a train to make a return century will use other methods.

J. Albert Arnold, as chief consul, and Robert H. Carr, Jr., as secretary-treasurer, were installed into office at the Baltimore Club Saturday night, vice James A. Reed and Wm. J. Unverzagt, as chief and secretary, respectively. President John T. Brooks, of the Centaur Club, was elected a representative to the National Assembly. The choice of officers is excellent. Mr. Arnold is a business man of great success, and, as president of the Baltimore Cycle Club, has proven himself

### A Most Successful and Self-Sacrificing Worker

for cycling interests. It's a good thing that he comes in this category, as the problems now before local League officials are more knotty than ever. The track has been a woefully losing investment, and is now behind in its rental prospects. Yet there is plenty of latent cycle patriotism here, and Mr. Arnold's experience will tell him where it is on tap.

The Baltimore club, of which ex-Chief Consul Albert Mott is president, will emulate the example of the Maryland club, and practically build itself a new home by thoroughly remodeling its present one on Eutaw Place, near Mechin Street, which is one of the show streets of Baltimore. To that end, the club has organized a stock company with a capital of \$5,000, and secured an option on the purchase of the clubhouse. When the purchase is consummated the entire front of the house will be torn out, and a new one substituted. Then, the interior will be so remodeled that the old friends of the club will not recognize it. This club has in prospect a pool tournament, which is probably the most successful indoor feature it ever had. There are so many entries, and the game so close, that it is thought the contest will about last all the indoor season.

Pool tournaments, by the way, are the craze here this season. The Maryland club also has one in progress, the Clifton Wheelmen have just closed one, and the Centaur club has begun arrangements for one. Then all the minor clubs are having contests between the members.

### KENTUCKY AFTER NEW MEMBERS.

LOUISVILLE, KY., Dec. 17.—The new board of officers of the Kentucky division met this afternoon at the residence of Owen Lawson. A full board consisting of Chief Consul E. A. Neuhaus, Jr., Vice-Consul T. C. Walden, Secretary-Treasurer Owen Lawson, and Representatives John W. Clendenning and W. P. Hastings was present. After a full discussion of the needs of the division it was decided that the present board would do everything in its power to work up an interest among the wheelmen of the state, as well as to stir up the present membership. To that end the chief consul was authorized to appoint the full number of committees allowed by the constitution. This will be the first time that it has ever been done, and the result will be watched with interest by all. In order to get the consent of the members to be appointed, the selection of them was deferred until the latter part of the week. The committees to be appointed are: highways, rights and privileges, rules and regulations, transportation, recruiting, and a state racing board. In '95 the state racing board will have the sole control of the state championships, which will make this committee one of the most important in the eyes of the members, chiefly on account of the rivalry and on account of the record-breaking track that has been built here since the last meet. John W. Clendenning, of Covington, was elected representative to the National Assembly.

Gardiner is still at the track waiting for good weather. On last Friday he had an excellent chance as far as weather was concerned, but just as he was coming out of his training quarters he was handed a telegram informing him of the death of his grandmother. This completely unnerved him and he was not at his best. He tried for the mile unpaced, but could do no better than Johnson's mark of 2:12½.

C. G. Kilpatrick, the one-legged trick-rider, is with a circus exhibiting in the city, and has been a constant visitor at the track. He made some unique one-legged unpaced records as follows: One-third mile, :58; one-half, 1:29½; one mile, 3:07½.

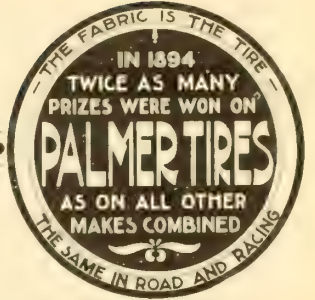
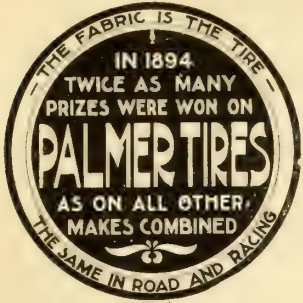
If one half of the applicants for training quarters at the track are in earnest, Mr. Landenwich will have to build several large additions to his house in order to accommodate them. All are welcome, and the track association will see that they find quarters.

A representative of A. G. Spalding & Bros. is the authority for the report that Walter Sanger and Titus will be two of three of the Spalding team for '95. This notwithstanding the report that Sanger will be with the Humber team.

### Will Bound the United States.

T. W. Winder, editor of the Warsaw (Ind.) *Wasph*, is about to undertake a novel ride. He will endeavor to make a trip along the coast and borderline of the United States, estimated—via circuitous country roads—at 21,600 miles, in 300 consecutive days, or a daily average of seventy-two miles, crossing thirty-three states and territories, 220 counties, visiting 2,984 cities, towns and villages, and registering at seventy-six points enroute. The start will be made from New Orleans on February 4, 1895, going west. Winder is not seeking any advertising out of the ride; he is riding his own wheel and paying his own expenses. If he accomplishes his purpose, it will be one of the most unique records yet made.





MADISON SQUARE GARDEN.

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OF CLASS A AND B RIDERS.

OR 59 OF A POSSIBLE 81.

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INDOOR.

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3 miles, Nat Butler, 7:28 1-5  
5 miles, E. A. McDuffee, 12:39 1-5  
25 miles, Wm. Martin, 1:08:31

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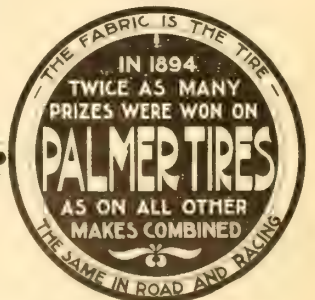
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## PHILADELPHIA'S BIG TOURNAMENT.

**Zimmerman the Star Attraction—A Very Small Attendance—Start of the Six Day Race.**

PHILADELPHIA, PA., Dec. 16.—For the first time in several years indoor bicycle races are being boomed in this city. A tournament opened in Industrial Hall on North Broad Street Thursday night. The amateur end of the programme closed last night, and was very successful, the three nights' racing being prolific of the establishment of several new worlds' records. Many of the local wheelmen competed in the events, and the entry list was augmented by some of the fastest Class A riders of the east. In spite of the high class of the racing, and the fast time that was made, the races did not seem to catch on with the public, and the attendance could not even be termed fair.

On Thursday night only about 1,500 persons were present, and it is said that barely enough money was taken in at the door to pay for the appearance of Zimmerman. This act of the cycling public may be due in a measure to the fact that there was considerable doubts as to whether Zimmerman would appear. Many cycling tournaments have billed the champion in advance as an advertisement for the show, when there was absolutely no intention of having the star rider compete.

The "Skeeter" did appear, however, and went an exhibition mile. He was given a royal welcome, as were also Harry Wheeler, Willis B. Troy, and other of Zimmerman's friends as they made their appearance in the arena. Zimmerman came on attired in a green racing costume, with the American colors at his waist. At the crack of the pistol he started off at a fast clip, and rode around the track in record breaking form. It was his first ride awheel since the Madison Square Garden meet, and to a party of friends after the races he said it was

### His Last Appearance as a Racing Man.

He covered the mile in 2:23<sup>3</sup>/<sub>4</sub>, and there is little doubt that he could have broken the record had he wanted to.

After Zimmerman's appearance the evening was devoted to the preliminary heats of the Class A races. As the men raced around the track, the audience gazed with wonder at the way they managed to keep their seats. The course is eighteen laps to the mile, and is undoubtedly the best indoor track ever constructed. The turns are very high, and the riders round them at an angle of about forty-five degrees. The floor is carefully laid, and the track seems as smooth as glass. Considering the speed at which the men traveled, there were comparatively few falls, and no accidents of any consequence were reported.

Six heats of the one mile 2:50 class were first run off. A. A. Smith created somewhat of a surprise in the fourth heat by his wonderful riding. He lapped T. G. Southwell, his opponent, after three good sprints, and easily won the race. Smith is a colored man, and a member of the Referee Wheelmen. He was loudly cheered by those of his color who were on hand, which furnished plenty of amusement for the rest of the crowd.

In the one mile open the real excellence of the track was demonstrated. J. C. Roome, of the New Jersey Athletic Club, and Charley Church, the fast local man, were the contestants in the fourth heat, and the former surprised Church's adherents by

### A Wonderful Exhibition of Speed.

Church was thought to be almost invincible, but the Jerseyman gained a good lead, which Church could not overcome, so the latter dropped out. W. A. Barbeau gave a good exhibition of speed in the second heat by riding a mile in 2:23<sup>1</sup>/<sub>4</sub>, which is very close to Nat Butler's world's record. In the third heat Charles T. Earle, of the Kings County Wheelmen of Brooklyn, N. Y., beat T. B. Buzzard, of the Chester, (Pa.) club, with a full lap to spare. The Brooklyn man did some great spurting and clearly out-rode his opponent.

Several "spills" occurred in the half-mile handicap, fifty yards limit, but no one was seriously hurt. Henderson's toe clip slipped in the first heat and he fell on Charley Church, both men falling to the ground. R. W. Crouse and Louis Hunter also took a tumble, but received only a few scratches.

The feature of this race was the fast riding of W. A. Barbeau. In addition to winning he made a new record for the half-mile. His time was 1:09, 1<sup>2</sup>/<sub>5</sub> seconds faster than the previous record. A few minutes later W. C. Roome lowered this record again, negotiating the distance in 1:07<sup>3</sup>/<sub>4</sub>.

The most exciting finish of the evening was in the two-mile handicap in which Roome and Earle contested. The men were abreast most of the distance and Roome won with but a foot to spare.

### SECOND DAY.

Another batch of world's indoor records were smashed on Friday evening. W. A. Barbeau cut down the time for the half mile to 1:05<sup>1</sup>/<sub>4</sub> and W. C. Roome created a new record for the two miles. Roome was paced alternately by Barbeau and Earle and covered the two miles in 4:45<sup>1</sup>/<sub>4</sub>, beating the previous record by 2<sup>3</sup>/<sub>4</sub> seconds. His time for the half mile was 1:12<sup>3</sup>/<sub>4</sub>; the mile 2:23<sup>3</sup>/<sub>4</sub>, and the mile and a half 3:35<sup>3</sup>/<sub>4</sub>.

Charles Earle and Charles Liebold had it nip and tuck in the first heat of the 2:30 class, the former winning by a very narrow margin.

Last night witnessed the closing races of the amateur tournament, the finals of the previous days' races being run off. The most exciting event of the night was the five-mile open. The starters were Barbeau, Wenzel, Roome and Earle. After being in the lead for about two miles, the New

York riders were beaten by Billy Wenzel, of this city. The latter made a great spurt after riding fourth, and jumped into first place. He gained a half lap lead, but was soon overtaken and beaten out to the tape.

Another record was lowered by W. S. Roome at the conclusion of the first two events. He made a successful attempt for the five-mile record. His time was 12:17<sup>3</sup>/<sub>4</sub>, and is really wonderful, when it is taken into consideration that it was made on an eighteen-lap track. The former record was 12:20 and was made on the ten-lap course at Madison Square Garden.

### Summaries of the Finals:

One-mile, 2:50 class.—Howard Nester, first; T. B. Buzzard, second. Time, 2:39<sup>1</sup>/<sub>4</sub>.  
One-mile open.—W. A. Barbeau, first; W. C. Roome, second. Time, 2:33<sup>3</sup>/<sub>4</sub>.  
Half-mile handicap.—W. A. Barbeau, scratch, first; C. T. Earle, 30 yards, second. Time, 1:10.  
Five-mile open.—W. C. Roome, first; W. A. Barbeau, second. Time, 13:00.  
One-mile, 2:30 class.—Louis Hunter, first; C. T. Earle, second. Time, 2:33<sup>1</sup>/<sub>4</sub>.  
One-mile handicap.—W. C. Roome, 30 yards, first; F. M. Rumford, 40 yards, second. Time, 8:31.  
Two-mile, lap race.—W. A. Barbeau, first; C. T. Earle, second. Time, 5:25.

### THE PROFESSIONAL TOURNAMENT BEGINS.

PHILADELPHIA, PA., Dec. 17.—The six days' professional tournament was scheduled to commence at 12:05 this morning, but it was exactly 1:33 a. m. when the riders started on their long ride. Originally ten starters were to compete, but only a little over one-half of that number finally came out. It appears that there was some misunderstanding between the men and the management in reference to the division of the gate receipts, and several times yesterday it looked as though there would be no race. The advertisements were ordered out of the daily papers for this morning's issue, and things looked decidedly bad. The managers, however, finally succeeded in winning over Starbuck, Meixell, Ashinger, Gannon, Swank, and Foster, and ordered their advertisements back and prepared for the start.

All of the men did not have their wheels with them, and they had to ride on anything they could get. Starbuck and Swank started in to cut down the record for the fifty miles, but after covering twenty-five miles, Swank retired. Starbuck, however, still kept up the hot pace which he had inaugurated at the finish and passed, and re-passed the others until he was several miles in the lead. He completed his tenth mile in 30:20<sup>2</sup>/<sub>5</sub> amid the applause of the 200 spectators who were present. The twentieth mile was completed in 54:45<sup>1</sup>/<sub>4</sub>, and the twenty-fifth mile in 1:05:15. After the twentieth mile Forster concluded to try his luck at the record also, and acted as an excellent pacemaker for Starbuck. The time for the twenty-five miles of 1:05:15 was very fast, and

### Breaks the World's Indoor Record for That Distance.

The former record was 1:08:20.

Starbuck finished the fifty miles in 2:30:53<sup>3</sup>/<sub>4</sub>, lowering the previous time of 2:33:00<sup>2</sup>/<sub>5</sub>. At 3 o'clock this morning the score was:

	Miles.	Laps.
Starbuck.....	31	8
Meixell.....	27	2
Ashington.....	16	15
Gannon.....	25	8
Swank.....	25	2
Forster.....	5	3

At three o'clock a. m. Swank dropped out of the race after covering a little over twenty miles. He was followed at 4:15 by Starbuck, who seems to have been satisfied with the time he made the first fifty miles. Starbuck re-appeared this afternoon, but after riding a little while left the track. At 3 p. m. the score was as follows:

	Miles.
Ashington.....	210
Gannon.....	184
Meixell.....	175
Forster.....	173

### SOCIETY NOTES FROM CLEVELAND.

CLEVELAND, OHIO, Dec. 17.—Interest in the Lakeside-Cleveland Wheel Club football game, which is to take place on Christmas morning at the Wilson Avenue Riding Academy, is on the increase, and it is doubtful if the building will hold all that have signified their intention of being present. What the people expect it is hard to tell. To be sure there have been times when the two clubs were at sword's points, but that time has passed, and they now "speak as they pass by." Both sides are at present busily engaged in working football "ringers" into club membership, and the first question asked when a new name comes up for membership is, "can he play football?"

The Christmas number of the *Amusement Gazette*, a local publication, contains a complete table of the season's Class B races. It gives the winner and the second and third man in each race of the season, besides giving the date, place, description of the race, the handicap (if any) and the time made. It also contains an index of racing men, where the season's work of any man may be seen at a glance, and again, one of the places won—firsts, seconds and thirds. Then there is a table of comparisons which analyzes the competition work of the eleven leading racing men, followed by a table of fast open races. Then the Cleveland quartet, Brown, the Johnson Bros., and Goetz come in for a share of space, followed by a long table of American records. The whole is the work of Chas. W. Mears and is a really clever production.

The century division of the C. W. C. met last week and perfected its organization, electing Kent Chisholm chief centurion and R. E. McMahon, scribe.



## BICYCLING FOR WOMEN.

**Special Features About 1895 Columbia Bicycles That Will Recommend Them to Feminine Riders.**

It looks as if almost as many women as men would ride bicycles during the coming year. Dame Fashion has lent her indorsement to medical opinion, and the majority of the fair sex agree that the bicycle must come into their lives, for it means pleasure and health such as can be afforded in no other way.

On every side are heard discussions of proper dress for use while riding, and nearly every bicycle riding school is busy these winter days imparting instruction to ladies, young and old, who desire to master the art of mounting and dismounting before the time for actual riding shall arrive.

Not a little interest, too, is expressed concerning the models of wheels for women's use that prominent manufacturers will produce for the coming season. The Columbia models will be especially light and graceful and in every way adapted to feminine requirements. The loop-frame machine will weigh no more than the lightest weight machine for men's use, while a beautiful, very light twenty-six-inch diamond frame model has been prepared for those who, wearing the rational costume, prefer the man's type of wheel to the usual loop frame.

### The Tire Question.

There is no point about a bicycle in which women should be so vitally interested as the tires. A punctured tire is really a serious matter to the average woman miles away from home, unless it can be readily and quickly mended. To struggle with the mysteries of a removable cover is impossible under such conditions, the simpler and more commonsense method being to repair the leak temporarily and then have it permanently mended at home. Even the most inexperienced can wrap a yard or so of adhesive tape around the punctured part, and thus home or a repair shop may be reached. This repair is possible, however, with single-tube tires only, and it is an argument that will cause every wise woman to insist that her wheel be equipped with them. They are regularly supplied with all Columbias, and are the only tires that the Pope Mfg. Co. recommend as combining every desirable feature in a pneumatic tire.

SPECIAL ATTENTION as to the relative position of saddle and handle-bar, another important item in a ladies' wheel where appearance, comfort, and ease must not be sacrificed, has been given to the new models, and the correct posture will be a simple matter of adjustment, easily and securely made.

### The Columbia Desk Calendar.

"The tenth annual Columbia Desk Calendar, with new thoughts, in new dress, presents itself for the use and convenience of the thousands of Columbia riders and well-wishers everywhere in 1895.

"For these many years the Columbia Calendar has held its unique place, but it is doubtless too much to expect that those who have hitherto honored Columbia ideas by imitation will further permit so popular a field to remain uncontested. In that event, it is confidently believed that just as the Columbia Bicycle has always easily distanced its imitators so will the Columbia Desk Calendar continue by its progressive merit to hold the foremost place among business calendars in the hearts of the American people."—Preface to the 1895 edition of the Columbia Desk Calendar.

The Columbia Desk Calendar is brighter than ever with new sayings and pleasing pictures. It will be mailed to any address for five 2-cent stamps. Orders should be addressed to the Calendar Department of the Pope Mfg. Co., Hartford, Conn.

### A Single-Tube Repair Kit.

The simplest, most complete repair kit ever produced, is that devised by the Hartford Rubber Works Company to make still more convenient and easy the repair of their single-tube tires. The outfit is inclosed in a neat leather pouch that weighs but four ounces and can be slipped into the pocket. The price is 50 cents.

Those who have seen the Hartford bicycle, which the Pope Mfg. Co. will sell in conjunction with their famous Columbias next year, say that it is going to be one of the best selling wheels in the

market. Rival makers will find it difficult to produce a 'better machine' even at \$100. The Hartford bicycle will sell for \$80. The dealer who secures the Pope Mfg. Co.'s line of bicycles for 1895 should have everything in his own hands, for the combined line of Columbias, Hartfords, and Wizards will meet every requirement as to both equipment and price.

### NOTICE.

The removal of our general offices will take place at the close of business December 27. All correspondence to reach us on December 28 and thereafter must be addressed to Pope Mfg. Co., Hartford, Conn.

Telegrams should be sent by the Western Union lines, as we shall have an operator of that company in our building.

### Frank Ives a Rider.

Frank Ives, the young billiard expert, together with his wife and his backer, A. J. Levy, and Capt. A. C. Anson, of the Chicago base ball team, leave shortly on a vacation in the south. A large part of their vacation will be spent on their bicycles.

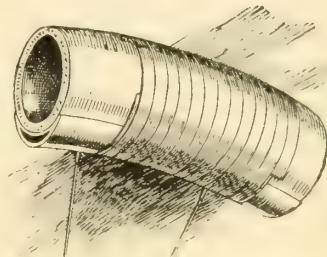
# OUR Single-Tube Tires

## The Easiest Tires to Repair.

"A rider gets home on Single-Tube Tires."

### A Temporary Repair

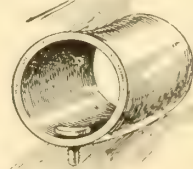
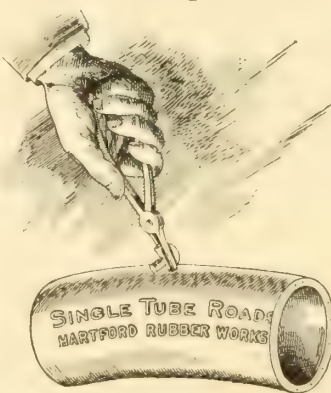
is easily made upon Single-Tube Tires. A piece of tire tape does the work, or even a bit of chewing gum tied on with a handkerchief. This fact of simple temporary repair is invaluable when you are miles away on the road and your repair kit is at home.



### Permanent Repairs of any ordinary

puncture can be made in a minute or two, by means of the simple and effective repair outfit we furnish, without trouble and **without removing the tire from the rim.** The puncture is enlarged by means of the pliers or a hot wire, one of the simple patch plugs covered with cement is pushed through the hole, and the tire is immediately inflated. That is all. When the cement is dry, cut off the

plug even with the surface of the tire. Cuts and the like can be repaired easily in the same way. Single-tube tires cannot explode.



A leaflet giving detailed instructions for the repair of Single-tube tires will be sent on request.

## Our Single-Tube Tire

has demonstrated its superiority to all others in simplicity, ease of repair, resiliency and speed. We can fill your orders at prices that will be satisfactory. Riders everywhere are demanding Single-tube tires made as we make them.

## HARTFORD RUBBER WORKS CO.,

ROGER B. McMULLEN & CO.,  
General Selling Agents,  
139 LAKE ST., CHICAGO.  
309 BROADWAY, N. Y.

HARTFORD,

CONN.

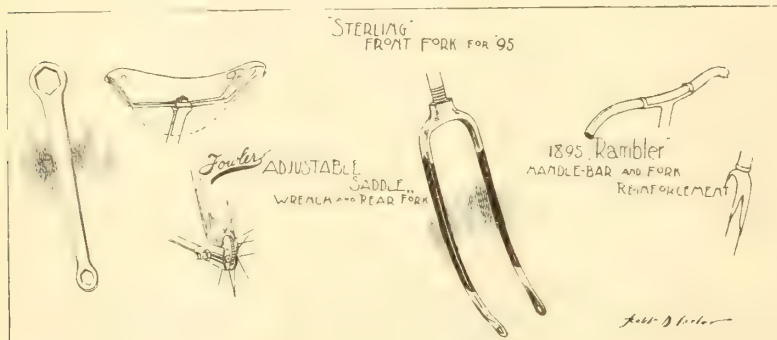


## ABOUT CHICAGO WHEELS.

A Visit to the Factories Show That Windy City Wheels Will be "In the Swim" for the Season of 1895.

Chicago cycle factories are very busy these days turning out '95 wheels and preparing for the cycle show next month. The factories are filled to overflowing with busy men, and many of the larger concerns are working a night shift. Never before has there been so much activity in the factories at the beginning of the manufacturing season, and the whirring machinery makes pleasant music for the manufacturer who has several large orders to fill. Every one of the Chicago makers has his '95 models out, although one or two of them are not ready to show their new machines.

Last week a BEARINGS' representative, accompanied by an artist, made the rounds of the factories to see what he could pick up in the way of new ideas. Every one had improvements on their '95 wheels, but nothing startling was discovered. Of course the craze for lightness has been met by the manufacturers, but there is not such a startling reduction in weights that marked



Some of the improvements.

this year's product. The road wheels for '95 will not weigh over twenty-three or twenty-four pounds, the lightest seen weighing nineteen. The racing wheels will weigh from sixteen to nineteen pounds. Ladies' wheels will weigh from nineteen up to twenty-six pounds, double tube frames being in the majority. The wheels designed for the gentler sex have been vastly improved upon, and now the ladies will find some pleasure in riding bicycles as light as those of their escorts. The manufacturers seem to have devoted most of their time to improving the gearing, the number of detachable sprockets being large. Next year the rider will not have to take his wheel to a repair shop to have the gear changed. By the aid of a monkey wrench the change can be effected in two or three minutes, the process being so simple that a novice can do it without the least trouble. Front forks have been strengthened, and the accidents caused by the breaking of these important parts will be few and far between next year. Considerable attention has been devoted to the trade, and next season nearly every machine will have a tread measuring under 6 inches, the happy medium being about 5½ inches. Saddles, pedals, and handle-bars have also received attention. The wheels for '95 will undoubtedly be far superior to this year's crop.

### Ramblers for '95.

One never realizes the size of the huge factory of the Gormully & Jeffery Mfg. Co. until he has climbed about fourteen flights of stairs and walked about sixteen or eighteen blocks of floor space which this plant is the proud possessor of. By the time one gets through he realizes that G. & J. have a pretty large factory. Accompanied by Advertising Manager Formhals, THE BEARINGS' men spent the afternoon wandering from floor to floor, seeing how Ramblers are made. In the G. & J. factory everything that is used in the construction of the wheel is made, with the exception of the tire. Of course every one knows that G. & J. have their own tire, but that is made for them at Akron, Ohio. The first thing that Mr. Formhals showed was the '95 models. A description of these was printed in THE BEARINGS some time ago, but there are several slight improvements that have not been published. The front forks have been strongly reinforced, the handle-bars have been strengthened by a very neat reinforcement, the bars themselves being made of ¾ inch tubing. Gold name plates adorn the heads of the Ramblers, giving them a very handsome appearance. A black celluloid head adjustment is a novelty. The valve on the tire has been improved by the addition of a revolving washer.

After going through the factory on the west side of the street a plunge was made through the tunnel, and Mr. Formhals and the newspaper men were in the eight-story factory on the opposite side of the street. It was a weary climb up those eight flights of stairs, but the visitors were well repaid for their efforts by seeing how every part of the Rambler and its accessories was turned out. On one floor a quadruplet was being made that promises to be the lightest yet turned out. It is being made to the order of T. H. B. Varney, the California agent of G. & J. New machinery is being added constantly and the Rambler factory is now one of the best equipped in the country. Cuts of the '95 wheels will be found in another column.

### Western Wheel Works.

While on the north side THE BEARINGS men paid a visit to the Western Wheel Works, on Wells street. This huge beehive of industry was running full force, and the clerks in the office were up to their ears in work. E. J. Day, the new superintendent of agencies, was the busiest man

in the place. After waiting for 10 minutes Mr. Day was finally corralled. "We are not yet ready to exhibit or talk about our '95 wheels," said Mr. Day. "We have got our new models out, and have sent them to our branches, but we are not yet ready to talk about ourselves. The public has no cause to worry about prices, for a year ago we announced our prices for the next twenty years and we mean to abide by what we said then. We will not be prepared to show our '95 wheels before January 2, but you can rest assured that the Western Wheel Works line for '95 will be up to the standard in every respect. I have just returned from a vacation in the south. While there I met a large number of traveling men who were doing missionary work. But few of them had samples of their new machines with them, and even some of these were unable to quote prices. It doesn't always pay to get out your new models so early."

While Mr. Day did not show the '95 Crescent, yet he exhibited one thing that was new—the sprocket. It is easily detachable, but one bolt holding it. It is extremely light and made in a peculiar style. The W. W. W. have several men out now, and several others will start in the course of a week or so. Sam. T. White will visit Minnesota, Dakota, and Iowa; R. P. Searle, the long distance rider, has been assigned Mississippi, Louisiana, Arkansas, Texas, and Indian Territory; A. D. Graham goes to Illinois, Missouri, and Kansas, and J. P. Force to Wisconsin and Michigan.

### Sterling Cycle Works.

Half an hour's ride on the street cars brought THE BEARINGS' representatives to the west side. A walk of three blocks and the Sterling Cycle Works loomed up. Here was another busy office. H. E. Raymond, the chairman of the racing board, was rapidly learning the duties of his new office as vice-president and superintendent of agencies. A. W. Warren, the Hartford racing man, was also busy. Warren is working for the Sterling people this winter, and will go on the road for them next week. He will probably ride on the Sterling team next year. Mr. Raymond stopped work for a few minutes to talk of Sterling prospects for '95. "We will have an excellent year," he said. "The Sterling has been improved, and in '95 there will be no wheel on the market that can beat it. One thing that pleases me is that Studley & Barclay, of Grand Rapids, the largest dealers in Michigan, have taken the Sterling agency. They have always handled one of the leading wheels on the market, but this year they will drop it and take the Sterling for their leader."

Superintendent Timm proudly exhibited the '95 model. He has good reason to be pleased with the machine, for it certainly is a handsome wheel. The hubs have been improved upon, the tread narrowed to 5½ inches, a detachable sprocket of novel design and a new front fork, are a few of the improvements. A new combination pedal will also be added to the wheel.

### Hill Cycle Mfg. Co.

As THE BEARINGS' men entered the door of the office of the Hill Cycle Mfg. Co., they were met by Manager Frank T. Fowler, who proudly exhibited a telegram from B. B. Emery & Co., New England agents for the Fowler, ordering fifty '95 wheels for immediate delivery. Then the enthusiastic builder of the Fowler brought out the '95 model and displayed its many points, just like a horseman showing the fine points of his thoroughbred. The heaviest wheel that the Hill company will make will weigh but a trifle over twenty-two pounds. This will be the regular roadster. The light roadster will tip the scales at nineteen pounds, while the racer will weigh sixteen. The lines of the wheel have not been changed. The famous "wishbone" or truss has been slightly improved—the tread narrowed considerably, now measuring 5½ inches, United States standard. With this narrow tread there is 1¼ of an inch between the pedal and the chain. The head has been made perfectly dust-proof. Brandenburg pedals and the Appelby-Humber chain are parts of the equipment of the wheel. Another feature is a new saddle clip that has several fine points. The saddle is so fixed that it can be placed either backward or forward of the seat mast without touching the seat post. A tour of the factory showed a full force of men at work on '95 models.

### Fulton Machine Works.

The Thistle factory was next visited, but Mr. Leith was not in. Bainbridge, the tandem mate of Arthur Gardiner, was, though, and he talked entertainingly of the Thistle. Unfortunately, the samples of the '95 machines had all been sent out, but the frames of the wheels showed that the graceful lines that characterized them this year have been retained, and that the wheels for the coming year will be as good looking, if not better, than the '94 model. Cuts and a detailed description of the ladies' and gentlemen's Thistle were printed in THE BEARINGS last week.

### Warman & Schub Cycle House.

The factory of the Warman & Schub Cycle House, at 116 to 128 North Lincoln Street, is very busy these days. This hustling firm expects to turn out 8,000 wheels this year, and promises to "cut some ice" in '95 trade. Mr. Schub is very enthusiastic over the prospects of the house, and claims that 7,000 of their wheels have already been disposed of.

### A. Featherstone & Co.

The nine wheels which comprise the Featherstone line for the coming season, are leaders of their class. It keeps hundreds of men busy turning out the wheels at the huge factory at Sixteenth and Clark Streets. The Road King has a horizontal top tube, large tubing, narrow tread, and weighs but twenty-five pounds. The list is \$80. The Road Queen is of a new pattern, has a double-tube frame, and weighs, all on, twenty-nine pounds. The Duke and the Duchess greatly resemble the King and Queen, but



# THE "BIG SIX"

OF THE CYCLING WORLD.

## Six New Crimson Rim 1895 Models.

MANY NEW EXCLUSIVE FEATURES.

Syracuse Racer, 23 pounds, \$100.

(A BEAUTY.)

Syracuse Model C, 27 pounds, \$100.

(FAT MAN'S WHEEL.)

Syracuse Thelma, 22 pounds, \$100.

(LADIES' WHEEL.)

Syracuse Track Racer, 15 pounds, \$125.

(FULL OF GINGER.)

Syracuse Tandem, 36 pounds, \$150.

(EXQUISITE.)

Special Syracuse, 20 pounds, \$125.

(A PERFECT GEM.)

We manufacture nothing in cheap or medium grades.

### SYRACUSE BICYCLES SET THE PACE.

Dirnberger rides a Crimson Rim. Send address for "Red Hot" Catalogue.

Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.



South-Western Agents,

a. f. Shapleigh hdw. Co.

St. Louis, Mo.



weigh twenty-eight and thirty-three pounds respectively. They list at \$60, \$5 being added for detachable tires and \$1 for wood rims. The other members of the Royal family are the Prince and Princess at \$50, and the Middy and Midget at \$40, and the Flying Jib at \$20.

**E. B. Preston & Co.**

"Unfortunately we have not got our '95 wheels yet," said Manager Jenkins, of E. B. Preston & Co. "Our orders for stock have not yet been filled, and so we are delayed considerably. I have gotten up a dummy made from brass forgings which gives the lines of the new Czar, but the regular '95 wheels are not yet ready. The lines of the wheel have not been changed any. The tread has been narrowed a little, and one or two other slight improvements have been made. We expect to have wheels by the end of the month. Our tandem is catching on wonderfully well, considering that we have hardly shown it. We have already received orders for fifteen of the double machines for spring delivery."

**Monarch Cycle Co.**

L. M. Richardson, assistant manager of the Monarch Cycle Co., was not in when THE BEARINGS' representatives called. The Monarch line for '95 is a fine one, and should be ready sellers. The success met with by President J. W. Kiser on his trip through the west augurs well, and 1895 should prove a banner year for this excellent wheel. A description of the new models was printed in THE BEARINGS last week.

**Kenwood Mfg. Co.**

"We will make about 3,000 wheels next year," said C. G. Jones, of the Kenwood Mfg. Co. We will retain our double frame, but will also make a single tube frame. Our wheels will weigh from eighteen to twenty-five pounds and list at \$100. "We will make two models of ladies' wheels—a double tube and a straight frame. We will not dabble in racing teams, but will turn out a neat racer. I have not yet decided whether we will open a store down town, but if we do it will not be before May 1. Last year we did a splendid retail business from the factory, disposing of over 500 wheels in Chicago alone."

**Ames & Frost.**

Illustrations and descriptions of the '95 Imperials will be printed in THE BEARINGS in a later issue.

**A CYCLE SHOW FOR ST. LOUIS.**

ST. LOUIS, Dec. 16.—Rainy weather has given cycling its quietus for the present, and not until winter's chill blasts freeze the roads solid will the wheelman hie himself over them in search of pleasure. In the meantime, indoor enjoyments have the call, and dances, euchre parties, necktie parties, and club suppers reign supreme. The Associated Cycling Clubs are also taking advantage of the opportunity to agitate a cycle show by the local dealers, to be held the latter part of January, and it is very likely that the project will be carried to a successful termination. All the dealers who have been approached view the matter in a favorable light, and a committee consisting of Douglass W. Robert, Robert Holm, and W. P. Laing have been appointed to select a suitable hall and outline the details of the show. The show will last two afternoons and evenings, but the exact dates have not been selected.

This is not the only matter that the Associated Cycling Clubs are devoting their attention to, for they are also laying plans to have the St. Louis Fair Grounds Association build a third-mile training track inside the mile track on which Bert Harding made his 109-mile record. This would give the racing men a very convenient track, as it is reached by no less than seven electric lines, and is but 20 to 25 minutes' ride from the heart of the city. As soon as the Fair Grounds Association managers are convinced that it will be a profitable investment, and arguments enough can be produced to prove the assertion of the cyclists, the track will be built.

The A. C. C. and the Missouri division have also explained their wishes and wants in regard to street sprinkling and cleaning to the city fathers, and in this matter they have an able ally in the Vehicle Owners' Association, who are hand in glove with the wheelmen on this and similar matters. Mayor Walbridge assured the committee that his views coincided with theirs, and that the new street sprinkling superintendent would do his work satisfactorily to them or lose his position.

It is not impossible that the old Compton Park track may be rebuilt into a third-mile track, but it is so poorly located as regards street car facilities, that a big tournament could hardly be made a paying venture. It would, though, give south side riders convenient training quarters.

The Victor Cycling Club, at its last election, which, by the way, is a bi-monthly occurrence, put a set of men in office who evidently know something about managing a club, for they have brought up some of the easy going members with a short rein by informing them that all members six weeks in arrears with dues would be dropped from the rolls. The monthly dues have been raised from 50 cents to \$1, and the initiation fee has also been placed at the latter figure, but it will be waived on all applications until March 31.

L. D. Cabanne is bound to keep himself before the public even if the riding season is closed. First, he is arrested for violently remonstrating with a teamster for driving over his wheel, and now, as a witness in a divorce case, he comes near going to jail for contempt of court in refusing to answer the attorney. He answered, though, and saved himself the trouble of going to jail. Rumor has it that "Cabby," with F. J. Titus as a team mate, will make a three months' trip through Mexico, leaving January 19.

**BOSTON IS WAKING UP.**

**Sterling Elliott, the New Chief Consul, Rousing Considerable Interest in Division Affairs—The Board Meeting.**

BOSTON, MASS., Dec. 15.—There is news and news this week. In fact there is more than there has been for some time from this little suburb of New York. What with the indoor tournament and the coming Assembly meeting and the coming show there, New York seems to have had a cinch on the news corners lately. But they must all keep their eyes on old Massachusetts for a while now. She has made her bow under the new administration, and it looks like a pretty good one, now that the clouds have cleared away and the fresh wind of common sense and sober morning thought has puffed away the smoke of the battle at last Wednesday evening's meeting.

For it was a battle, and a battle royal if there ever was one! But there is reason to believe that all that is over now, and that all the various factions have buried the hatchet, and that they will not resurrect it unless some one of them is hit with an ax. That meeting showed one of two things very clearly. And not the least clear thing to be seen was the fact that Massachusetts has weathered the hard year of business depression and lost but 15 per cent of its members, while other divisions have lost from 35 to 50 per cent and nearer 50 than 35. The finances were shown to be in excellent condition also, with a balance of over \$700 in the bank.

**The Chief Consul's Characteristic Speech**

was listened to with closest attention, and the fact that the board voted to comply with his request for a headquarters shows that they believe in his policy. He asked that such a room be hired, and told them that he could get one for a certain price. They voted as he asked, and authorized him to hire the necessary clerical help to carry on the work. The room will open directly from the one he now occupies, and will be for him a private office, while the one now occupied will serve as the suburbs to his own den. He proposes to have in this room the files of all the cycling papers published in the country, and many that are published across the pond. He wants a huge map about twenty-four feet long, with all the division routes marked plainly on it in red. He wants a table with chairs to serve as a committee working place, and there is every reason to suppose that all these things will be forthcoming. Here will meet the executive council of the consul, the vice-consul, the secretary-treasurer, and the chairman of committees, if this is formed as the chief consul wants it to be.

The report of the chairman of the Racing Board at that meeting was interesting as showing how much interest Massachusetts takes in the purely sporting side of cycling. He said that the state had granted 200 and more sanctions during the season. This was one-ninth of the entire number granted throughout the country. He said also that the state held the majority of record men and record tracks. There is a strong feeling in the state that

**A Competent Consular Service Must Be Established**

and maintained before anything definite and strong could be done in the way of securing new members.

The proposition of the A. C. C. to give the division 20 per cent of the net profits of the spring race meeting, was rather strange when it is considered that the Associated Clubs wanted everything, and were willing to be bound to nothing. They wanted that the division should bind itself that they should have the meet, and when it came to making their conditions a part of the vote, they were not willing to bind themselves. It is high time that such things should be stopped. The matter cropped out again at the annual dinner of the Charlestown Rover Club, at which the leaders of both factions and the chief consul were guests. Mr. Elliott said he always had an idea that he knew something about the interior workings of the Massachusetts division before, but that he found out he was sadly mistaken. Mr. Williams, president of the Associated Cycling Clubs, said that he wasn't such a bad fellow as he had been represented, and that he would do all in his power to make

**The Present Administration a Brilliant One.**

It was announced by I. B. Potter, who was present as a guest, that if New York division is not absolutely tied up in favor of New Jersey, the members of the Empire state delegation would do all they could to bring the meet to Boston.

C. S. Howard, secretary-treasurer of the division, said that he regretted that there had been any quarrel among the division officials, and expressed his belief that the storm had blown away. He said that if the meet should come to Boston, as it now seemed probable, that he hoped that every dollar the division could afford would be appropriated, and that every dollar that was made from the race meet would be spent in the entertainment of the visitors. Boston had held the meet in 1880 and again in 1884, and he felt sure that the wheelmen of Boston and vicinity would see to it that the city's wheeling reputation did not suffer.

The St. Louis Cycling Club began playing football last season, and the team it had in the Lindell League was most ingloriously defeated, not winning a single game. Determined to retrieve themselves, the St. Louis boys have been getting a team together, picking up a man here and there, and now they have the crack team of the town. It is in the lead for the championship trophy, not having lost a game so far and having only had two goals scored against them in six games. Should they win the trophy, in all probability a game will be arranged with the leading Chicago football team.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## TO ADVERTISERS.

Advertisers are requested to get their changes of copy for the issues of "The Bearings" following Christmas and New Years, in on the previous Saturday, as these two holidays will each rob us of a work day.

## THE CHICAGO CYCLE SHOW.

Practically every detail of the Chicago Cycle show has been settled. The little matter of booking exhibits was the least of the many problems that beset the show management. The floor space devoted to exhibitions is greater than that of any previous show and the exhibits more numerous. Still, had the floor space been half again as great, there is little doubt that all would have been taken. As a matter of fact, there are some forty concerns that have put in applications for space that could not be accommodated. The chief aim of the promoters of the show from the first had been to make it a show at which the manufacturer and jobber would find ample opportunities of doing business. To this the show promoters have offered every inducement to agents and dealers to attend, with the certain result that, in the matter of attendance of this ilk, the show will surpass previous efforts far more than in the number of exhibitors.

The attendance from a local standpoint promises to be fully on a par with that of tradespeople. The worn out exhibitions of trick riding have been tabooed, and in their place will be given an entertainment that will be instructive as well as entertaining. The name "living pictures" has been given it for want of a better designation. The stage performance will consist of a pictorial history of cycling from the time of its inception to the present day, including all its pleasant and ridiculous features. The proper and improper methods of riding will be shown, and cycling costumes of various types will be exhibited, while tourings and racing scenes will form a feature together with over fifty other pictures of cycling life on and off the wheel.

A mammoth smoker on the Thursday evening of the show will be given, which will be open to the trade, and the trade only. A programme that is sure to please has been provided for that occasion. This entertainment has been substituted for the usual formal banquet to the "big bugs" of the trade to whom such affairs have not even the recommendation of novelty, and which are productive of nothing but oratory and ill-feeling.

So many applications for space have been received for the next show that it was found almost a necessity to set the dates for that event. Guided by the consensus of opinion of the trade the dates selected are the first week in December next.

All in all Chicago may be set down as the best city in the country at which to hold a regular, yearly cycle exhibit.

## HARTFORD'S GREAT FACTORIES.

**Pope Mfg. Co. and the Hartford Cycle Co. Preparing for Next Season's Work—Descriptions of the Works.**

HARTFORD, CONN., Dec. 17.—In the parlor, the sitting-room, and fine large hall of the old-time mansion of Harriett Beecher Stowe, authoress of Uncle Tom's Cabin, Hartford bicycles are now being crated, the crates for the purpose being built in the house. The fine old oaken staircase has been removed from the hallway to give additional room. The rooms are large and airy, and the house must have been a most pleasant one in its day. This is the house which was constructed with the proceeds realized from the sale of that great story. The house belonged to the estate, and, with the land around, was purchased by Colonel Pope. The Hartford Cycle Works are built completely around the old house, hiding it from view. To reach it the writer passed through the basement and along a passage-way. The long old fashioned porch has been enclosed, and now, where once the world famous authoress of the favorite story of our childhood days was wont to sit, bicycles are crated.

The Hartford Cycle Co. are now in full blast, and will soon have wheels ready for the '95 market. This part of the Columbia family, the Hartford at \$80, and Wizard wheels at \$50 and \$60, will be among the most popular medium grade machines of the season. The factory is a long three-story affair. The number of workmen now employed is small in comparison with the number that will be at work within a short time. Small parts are now being turned out in preparation for a large season.

### Through the Pope Factory.

A glance through the immense factory of the Pope Mfg. Co. is a glance

through wonderland. Four hours were spent last week by the writer in this factory under the guidance of a genial old gentleman, Captain Hatch, who has known Colonel Pope ever since boyhood days. After registering in the great book, a start was made haphazard, the idea being to save as many steps as possible. Through the great shipping-room, machine shops, inspecting-rooms, where every part that goes into Columbia bicycles is inspected by experienced workmen after each process—through the immense plating-rooms, down past a row of a dozen or more giant ovens for enameling—through the brazing-rooms, the enameling-room, into the blacksmith shop, the drop forge room, through a passage, up some stairs, into the great assembling-room, one immense room for assembling wheels alone, another for attaching the tires, another still for assembling the entire wheel, another for crating, and so on, through department after department, until the feet grow weary, and the brain reels with immensity of it all.

Throughout it all it is always uppermost in the mind, the great care that is taken of the health of the employees of this great institution. In the buffing and polishing-rooms the wheels are all covered thoroughly, and the dust is all drawn away, so that the room is as clear as any in the factory. In the plating-room great funnels carry away all steam and vapor. Every room is heated by either steam or hot air, and E. W. Pope has given instructions that a careful watch be set over the health of all men working in the steam-heated rooms.

Closets are kept well ventilated, and as clean as any home closets, and, in many other ways, there is seen a solicitous regard for the health of the men. But one feature ranks over them all, and that is the building conducted entirely for the men. In the basement are

### Long Rows of Lockers,

neatly placed. A faucet is in front of each, and the water runs into long sinks extending underneath. Each employe possesses a key, and in his locker keeps his clothes during the day. Here he can wash up, dress, and "go forth like a dude," as old Captain Hatch said. On the first, or main floor, is a long room filled with circular tables, each table surrounded by chairs. The tables and chairs are all of hard wood. The entire room is as neat as a whistle, and very pleasant withal. Here the men can bring their lunches. At a sideboard they can secure two cups of steaming coffee for 5 cents, a quarter of a pie for the same, a big bowl of warm soup for the same, or fruit in season at cost prices.

Off this room is the large reading-room, similarly fitted out as to tables and chairs, and provided with the daily and all the cycling papers. Adjoining this is a large wheel-room, with a slanting way entering from the street. There are long rows of racks to accommodate many hundreds of wheels, only partially filled at present, for the factory is comparatively idle now. A number of machines are going on small parts, and much night work is being done. This is but preparatory work. The bins are being rapidly filled with bolts, nuts, etc., and when the actual wheel-making does begin there will be no shortage on this or that part. It seems to be the opinion that the Pope Mfg. Co. can start later on a season's work, and yet have their

### Branch Houses Well Stocked With Goods,

sooner than their competitors.

In a casual inspection, one's impression is, that this is a mighty engine, all ready to start, well oiled, and with every part of the machine in perfect working order. Once started, there need be no cessation until the work is all done. There are no weak parts, so to speak—no places that will need replenishing. In a very few days all will be in readiness. Then the workmen will come swarming over 1,000 strong from their homes in the country around, and in a comparatively few hours Columbia bicycles, crated and ready for shipment will go pouring forth in a steady stream, until Columbia's will again girdle the earth, but with another year's pattern.

The '95 samples that have been gotten out had been shipped to Paris, and the writer could not see them. The '95 Columbia will be a radical departure, inasmuch as it will be practically a single frame machine, with a very narrow tread, barrel hubs, and in many other ways different. The Pope Mfg. Co. can turn out a first-class wheel this year at \$100, and not strain at gnats. The amount of labor-saving machinery in this factory is truly surprising.

The new office building, of the same architecture as the great Boston office building, is now nearly completed. This occupies a central position,—the immense factory extending its great arms for what seems to be a quarter mile either way and quite as far to the rear. In the distance can be seen the factory of the Hartford Cycle Co., a little farther are the Hartford Rubber Works, the steel tube factory and across the street is a street named after Columbia bicycles. Then there is the woodland along the river bank, soon to be improved and beautified. This is the property lately presented to the city of Hartford by Colonel Pope, and will be known as Pope Park. Altogether the whole forms an interesting settlement. Added to all is the town conducted by an improvement company consisting of the wives of the great magnates of the Pope Mfg. Co. This is directly back of the factory, consisting of some eighty living houses, roomy and pleasant.

## SPRINGFIELD'S MANUFACTURING INDUSTRIES.

SPRINGFIELD, MASS., Dec. 17.—The home of the great Hampden Park, scene of so many world's famous race meetings, is today the very center of activity for hundreds of traveling men in the cycle trade. By cycle tradesmen those with parts, saddles, rims, and tires are designated. No less than



nine traveling men of the tire trade alone have been in and out of Springfield within a week. Mr. Tillinghast, inventor of the Tillinghast tire; J. Pye Bliss, Gormully & Jeffery's energetic little hustler; W. E. Sanborn, of the Boston Woven Hose Co.; J. F. Ives, Mechanical Rubber Co., Cleveland; F. Ed Spooner, Palmer Tire Co., and many others were here within a week.

It is the manufacturing interests of Springfield and the surrounding country that have brought all these "peddlers of air-encasing rubber." Here in Springfield is located the factory of the Warwick Cycle Co. Operations for a great season are under way, but it will be a few days before the factory will be under full swing. Small parts are being turned out now, and preparations made for a season's output of 10,000 wheels. Of this number, one-third have been ordered by the A. O. Very Cycle Co., the New England agents for the Warwick. A great amount of automatic machinery has been added in the factory.

From the Warwick factory in Springfield to

#### The Overman Factory in Chicopee Falls

is not very far. Victors are being turned out by a full force working nights. The trip to the factory had been undertaken so that the factory might be seen, but a sign at the head of the stairs, "Don't as to be shown through," stopped the newspaper men. Sporting goods are being extensively manufactured at the present time.

Running alongside the Overman factory—it almost seems a part of it—is a graveyard, the gleaming stones of which give a visitor the shivers. Ye advertising man said that it was the graveyard of pure amateurism, and added almost immediately, that the Overman company would toy no more with that expensive type of amateurism—Class B. The Overman company are now issuing their annual catalogue, a tasty and expensive affair, much on the line of '94; they are also sending out a copy righted article on "Woman and the Wheel," written especially for them by that eminent lady physician, Dr. Lucy Hall-Brown. This little work treats of the bicycle in its relation to health, the subject being very ably treated.

About a half mile from the Overman factory is that of the Lamb Mfg. Co., makers of the Spalding wheels. Here were found Messrs. Candy, Morgan and Clements, three ex-employees of the Overman Wheel Co. Mr. Clements was preparing to leave for Chicago, where he will take a position

double flange, through which a pin is fitted, and the spokes drawn through this pin in opposite directions on either side pull directly against each other on a tangent,—giving appearance of great strength. The front hub has cup-shaped flanges, through which the spokes are drawn, also giving a direct pull. All in all, the Spalding, seemingly, is made as good a wheel as can be made.

Two miles away, in Chicopee Center, is the factory of the Ames Mfg. Co. This company once made the Victor, later on the New Mail, and are now preparing to put on force enough to

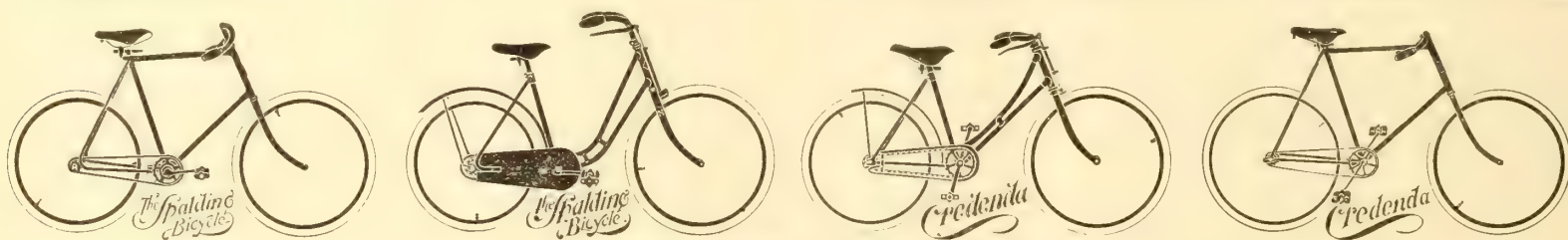
#### Turn Out 300 Wheels a Day

if necessary. A contract has been made for 3,000 Credendas, and this order may be doubled. When Wm. Read & Sons, for some reason unexplained, transferred their order standing for many years for New Mail wheels, the Ames Mfg. Co. decided to market a wheel of their own make, and call it the Ames. Since 1883 this old factory has been engaged in the cycle manufacturing business. For many years swords and other arms were made, and its reputation for fine workmanship is world-wide. Just at present old machinery is being rapidly replaced by that of the most modern construction. Some 200 men are at work and 2,000 shortly will be.

The factory is prettily located in a grove of trees and should be a handsome spot in summer, with the canal running along its front and the hills to the back. Superintendent W. H. H. Umier kindly volunteered to show the writer what little there was to see, and an invitation was extended and cordially accepted to come back at some future day and see the factory in full blast.

Samples of the Ames seen show this to be one of the prize wheels of the season. Weights run from twenty-one to twenty-eight pounds, the list being \$75 and \$100. Several thousand will be placed this season.

Several miles away in the flourishing manufacturing city of Holyoke, ten miles from Springfield, the Keating Wheel Co. have their plant. Four long floors are now occupied. On the first floor is a surprisingly large amount of automatic machinery which would seem to bear out substantially the statement of Manager Osgood that 10,000 wheels was the probable output, and that 6,000 were now under way. Night work is now being done



THE SPALDING LINE FOR 1895.

as superintendent of agencies in western territory. C. C. Morgan was formerly superintendent of agencies for the Overman Wheel Co. at Boston, and now goes to New York in a similar position for A. G. Spalding & Bros. Messrs. Morgan and Clements claim seventh and eighth position in the line of ex-employees who have lately left the Overman company. Mr. Candy escorted the party through the factory, which shows a floor space complete of over 134,000 square feet. It is an

#### Immense Conglomeration of Two-story Buildings,

all joined together, and all as busy as beehives. The manufacture of gymnasium apparatus and sporting goods has been almost entirely superseded by the bicycle industry, and nothing but the Spalding is now made here. The contract for the entire line of Credenda wheels, Spalding's great sellers as medium grades, has been let to the Ames Mfg. Co. at Chicopee Center, two miles away. None but Spalding wheels are now made in the immense plant, and Spaldings by the car-load are ready now for delivery. Old agents are renewing orders, and business in sight warrants the expressed belief that 10,000 Spalding wheels alone will be manufactured and sold.

The new factory building, modern in construction, four stories in height, each floor 46x250 feet, or over 11,000 square feet in all, is now very near completion, and will shortly be fitted out with an immense amount of the most approved automatic machinery. This is a beautiful building, heated by hot-air draughts, and containing new offices for the employes of the factory, now crowded into small offices in the old building.

"We could not have the new building completed in time to begin operations for '95 in," said Mr. Candy, "and so we had put up with the old until the new was completed. You can readily see that we are doing the work, and that is the point. But an old ramshackle affair can not be

#### Made Into a Modern Factory Building

in a day. We shall just about double our capacity when the new building is ready, and we can arrange these buildings systematically for the heavier work of cycle building."

The Spaldings have many thousands of dollars' worth of the very latest patterns of automatic machinery now at work day and night to keep pace with the rest of the factory. Hubs, cones, and like parts are being cut from the bar steel, and but one drop forging is now used in the Spalding, that being the seat adjustment connection. The hub is of tubing, the connection being flash brazed inside. The hubs of the rear wheels have the

and samples are being shipped. Mr. Osgood says the Keating will continue to be

#### "365 Days Ahead of Them All,"

"and calls attention to "that curve. "Enough business is in sight to promise a successful season.

In Springfield the old racing favorite, the Harry Tyler of old days, George M. Hendee, is marketing the Silver King, a wheel of his own manufacture. The Silver King is a beautifully put up machine of from twenty pounds ten ounces to twenty-five pounds and lists at \$75. The frame is high, is made of large tubing, and is made in three heights. It has dust-proof oil retaining bearings and is fitted with any tires ordered. This wheel Mr. Hendee will job all through New England. It is the only wheel he now handles.

#### LOZIER WILL REBUILD AT TOLEDO.

EDITOR THE BEARINGS: In order to put ourselves aright with our dealers and our friends, we beg to correct many items that have found their way into cycling and other publications, by requesting that you will state to your patrons, emphatically and authoritatively, that the Lozier Mfg. Co. will rebuild—in fact, are now rebuilding their works at Toledo, Ohio, upon a larger and grander scale than ever; that there is employed upon these buildings a force of workmen sufficiently large to guarantee a magnificent plant at a very early date; that we have no intentions of moving to any other place in the country; that Toledo will be our manufacturing headquarters in the future as it has been in the past.

Very respectfully yours,

H. A. LOZIER & Co.

The plant of the Hartford Screw Co., purchased by Mr. Lozier, will be used for the manufacture of screw machined parts. The machinery purchased by him in the east has been shipped to Toledo.

While in Denver, John McDowell, of the Union Cycle Mfg. Co., closed with A. L. Deane & Co., to handle the Union. Deane & Co. have but recently added bicycles to their safe business. Manager Werant promises to sell a large number of Unions. Deright will represent the house on the road, while Hill will look after city sales.



## THE NATIONAL CYCLE SHOW.

LONDON, Dec. 6.—If the Stanley show which closed last Saturday was a good one, what can be said of the National which opened at the Crystal Palace on Thursday? The elite of the English trade are here exhibiting, and there is a general opinion to the effect that the show is by far the finest cycle exhibition which has ever been held. Nor is this an over-estimation, for the quality and finish of the vast majority of the cycles on view is better than heretofore.

Still the National show only bears out the forecast given by the Stanley, and proves conclusively that the rear-driving safety is practically the only cycle extant in England today. True, the Crypto Cycle Co. are exhibiting geared ordinaries and front drivers, including two patterns of the Bantam, which is probably the best of these machines, but it is noteworthy that they are the only firm showing what must be considered an out-of-date type. Further, no high-framed or Giraffe pattern machines have been exhibited at either show. Tricycles there are certainly, but not in sufficient numbers to warrant the supposition that there is any real demand for them, while tandem tricycles are almost wholly missing. Tandem safeties on the other hand are very abundant, and there is not the least doubt that a large trade will be done in these in the near future. More especially is this likely to be the case with tandems built for ladies to occupy the front seat, and everything seems to point to 1895 proving a tandem year.

But not only is the National show a distinct advance in general quality, but the arrangements are better, and one noteworthy fact is that everything was in readiness on the opening day, there being only one or two stands vacant when the public was admitted. The catalogues, too, were complete and published the day previous, which was a great boom to the press men.

### There are Few Novelties,

which may be justly described as such, but, just as at the Stanley show, there are plenty of minor alterations, sometimes improvements, sometimes the reverse. Taking all things into consideration, I am inclined to think that the Rovers looked as well as any machines in the show. J. K. Starley & Co. have indeed a very fine exhibit, and all the machines are built to the order of more or less well-known men. Large tubes and somewhat shorter heads seem to be the principal alterations for the coming year. The New Howe Co. have modified their gentlemen's safety for the continental market, by introducing an additional tube from the bottom of the head to the saddle lug, a method which renders the frame extremely rigid. I should not be at all surprised to see this form become popular in England in a few years, but unfortunately we are such a conservative nation that it is difficult to make us take to a good thing at first. J. H. Brookes shows perhaps the greatest novelty in gentlemen's machines, but I can not say that I am much impressed with it. In this the lower backbone is continued below the crank-bracket, and is joined at its lower extremity to a single tube from the rear hub on the near side of the machine. From the same fork-end a tube runs horizontally to the crank-bracket where the latter unites with the backbone. On the off side a tube is carried forward and slightly upward passing the diagonal, to which it is attached by a ring-lug, and terminating at the backbone some three inches above the junction of the latter with the crank-bracket. From the hub on the same side a D tube passes to the diagonal, and then round the front chain wheel, returning to the hub, thus forming the top and bottom of the gear case. The frame is rigid, but decidedly ugly.

The Premier Cycle Co. have an excellent exhibit of their helical Premiers, the special tubing being used for even the brake and pedals. Humber & Co. have not altered their design so far as gentlemen's machines are concerned, but it should be noted that the Wolverhampton Humbers will now be exact duplicates of the Beeston machines. Personally I am inclined to think that the Coventry Humbers are as good as, if indeed they are not superior to, the Beeston machines. Any way, they have larger bearings, and strike me as being more practical in details.

### There are Many Ladies' Safeties Shown,

but Humber & Co. have the principal novelty in this line in the "self-locking" frame recently described in THE BEARINGS. They are adopting this device on the No. 17 tandem for a lady and gentleman, the machine shown being built to the order of C. W. Brown, the inventor of the new frame. The firm also show a tandem safety built for two ladies to ride in ordinary dresses, and constructed on the same principle. The machine is for the Misses Shorland, sisters of the long distance champion. All these machines are fitted with the Fairbanks' wooden rims, so that there is every probability of a wood rim fashion setting in. A few of the Humbers are fitted with the Boudard gear, but there seems to be a growing conviction that this arrangement is not altogether an unmixed blessing.

There are not so many gears at the National show as there were at the Stanley, and it is pretty evident that the larger manufacturers are not to be caught with chaff in this particular. This fact should open the eyes of the few people who still believe in gears said to perform impossibilities.

With regard to the tandem safeties, I may remark that the lesson taught by the constant breakages of the heads of these machines during the past year has been learned by most of the large manufacturers, and internal liners running from the bottom crown plate to very nearly the top of the head, are the rule and not the exception. In addition to this, three crown plates are often used, but in one or two cases these are placed rather too close together to give the required strength. Several machines of this class also have the forks either bushed inside or else fitted with sleeves from the crown plates. Either of these arrangements answer the purpose admirably. Dust-proof bearings are often employed, though I think we have yet much to learn in this particular. One or two hubs constructed much on the same principle as the Humber bracket are shown, and I think that they are a distinct improvement.

### Gear Wheels are Also Large,

which is a point in which I expected the National show to compare badly with the Stanley. Still I suppose even the large makers, who, as a rule, know but little of the actual riding of cycles or the real requirements of road riders, feel bound to admit that there is some merit in large wheels, having in view the narrow escape they have had from an epidemic of gears all hinging upon this matter. I am, however, surprised to note that there is a fashion for making the chain wheel and crank in one, which can not be recommended. In the event of an accident the arrangement entails a great amount of trouble, and where a gear case is used may prove very vexatious. Cranks and gear wheels should certainly be separate. Another error is the brazing of pedal pins into the cranks. This is simply done to secure a narrow tread in the cheapest and nastiest manner, but is really quite unnecessary, for there are many good pedals which, while being detachable, do not widen the tread. By the way, I do not think that on the

average the large makers have sacrificed so much to the narrow tread craze as did the exhibitors of the Stanley show, for which piece of common sense we ought to be extremely thankful. At the same time I noticed that one of the large firms which should know better, arrived at the very moderate tread of 5½-inch by the expedient of placing the crank-bracket on one side of the machine. This is certainly most unmechanical.

There is but little new in the accessory line, lamps and such like things remaining much the same as heretofore. We want a light and cheap electric lamp, but I am afraid that for the present we shall have to go on wanting. Tires, too, seem to have settled down. The Dunlop and Palmer seem to hold pride of place, and there is nothing at all startling in the way of new ideas.

### Wood Rims, However, are Plentiful,

and 1895 will certainly prove whether they are better than steel ones. At present I confess that I am doubtful of their wearing capacities in this climate.

It is difficult to say as yet what business has been done, but last evening there seemed to be a general opinion that it was not quite so satisfactory as the total for the second day of last year's show.

If this is really the case I should put it down to the unsettled state of the market owing to the gears, but this will soon right itself. Plenty of provincial and continental agents were to be seen, and I expect to hear that matters have improved so far as orders go by Monday.

So far as the public are concerned, there is no doubt that the class of the visitors at the Crystal Palace is far higher than that of the people who attended the Stanley show, and therefore single orders should be secured at bigger prices. I hope this will be the case.

As an exhibition the present National show would be difficult to beat, but it demonstrates in an even greater degree than the Stanley that we have reached finality of patterns. This being so, it does not present quite such an interesting appearance to the curious, for one machine looks, and often is, practically the same as another. Therefore many people have declared that cycle shows are played out, but after all, when we reach a point where new ideas are hardly possible, it argues that perfection is nearly attained, and so we ought not to grumble. The show closes on Tuesday, and in spite of its only lasting over five days I am inclined to think that the time is plenty long enough. Few people will visit it twice, for there is so little to choose between the first-class machines that selection is not so difficult. The fact is that it matters not what cycle is bought so long as it is made by a first-class maker, for finality of pattern has now reached such a state that one machine is as good as another, and even the experienced expert is at a loss to point to the best.

### There are One or Two Fads,

to which I may allude in order to prevent would-be inventors wasting time in developing the same ideas. One is a rear-driving safety with a chain-wheel on each side of the hub, which chain-wheel is fitted with clutches so that it is free to revolve backward. Over these chain-wheels pass two chains attached to levers actuated by the feet of the rider, after the style of the American Star. Of course the machine is of no practical good. Another rather more ingenious contrivance is called the "Elliptic." In this the hub passes through two independent bearings in the fork ends, to which are





**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**75**

# WORLD'S RECORDS.

ALL ON MORGAN & WRIGHT TIRES.

J. S. Johnson on a Stearns fitted with M. & W. Tires.

1—1-4 mile flying start	:23
2—1-3 mile	:32 2-5
3—1-2 mile	:51 2-5
4—2-3 mile	1:11 4-5
5—3-4 mile	1:21
6—1 mile	1:47 3-5
7—1 1-4 miles	2:25 2-5
8—1 1-3 miles	2:34 4-5
9—1 1-2 miles	2:53 4-5
10—1 2-3 miles	3:13 2-5
11—1 3-4 miles	3:23 2-5
12—2 miles	3:54 2-5
13—1-3 mile standing start	:39
14—1-2 mile	:55 1-5
15—2-3 mile	1:16 1-5
16—3-4 mile	1:24 1-5
17—1 mile	1:52 1-5
18—2 miles	4:01
19—2 1-2 miles	5:09 1-2
20—3 miles	6:09
21—3 1-2 miles	7:11 2-5
22—4 miles	8:15 2-5
23—4 1-2 miles	9:19 2-5
24—5 miles	10:22 3-5
25—1-4 mile straightaway	:21 2-5
26—1-2 mile	:46 4-5
27—3-4 mile	1:11 4-5
28—1 mile	1:35 2-5
29—1-4 mile unpaced	:27 4-5
30—1-2 mile	:55 3-5
31—3-4 mile	1:26 2-5

H. C. Tyler on a Union fitted with M. & W. Tires.

32—1 1-4 miles standing start	2:30 1-5
33—1 1-3 miles	2:40 3-5
34—1 1-2 miles	3:00 2-5
35—1 2-3 miles	3:22 1-5
36—1 3-4 miles	3:32 2-5
37—1-2 mile flying start unpaced	:54 1-5
38—3-4 mile	1:32 2-5
39—1-4 mile standing start unpaced	:26 2-5
40—1-2 mile	:56 4-5
41—1 mile four lap track	2:03 1-5

A. Gardiner on a Thistle fitted with M. & W. Tires.

42—1-3 mile flying start unpaced	:38
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P. Vonboeckman on a Dorsett fitted with M. & W. Tires.

43—1-3 mile straightaway unpaced	:36 2-5
H. Davidson on a Brantford fitted with M. & W. Tires.	
44—1-4 mile flying start "A"	:24 4-5
45—1-2 mile	:52 4-5
46—1-4 mile standing start	:30
47—1-3 mile	:40
48—1-2 mile	:58
49—1-4 mile flying start unpaced	:28 1-5
Nat Butler on a Lovell Diamond fitted with M. & W. Tires.	
50—1 1-4 miles flying start "A"	2:36
51—1 1-3 miles	2:45 2-5
52—1 1-2 miles	3:05 2-5
53—1 2-3 miles	3:26 2-5
54—1 3-4 miles	3:36 4-5
55—2 miles	4:07 2-5

E. E. Anderson on a Stearns fitted with M. & W. Tires.

56—1-4 mile flying start unpaced "A"	:26 4-5
Gardner and Bainbridge on a Union Tandem fitted with M. & W. Tires.	
57—3-4 mile flying start	1:23 1-5

O'Connor and Rhodes on a Stearns Tandem fitted with M. & W. Tires.

58—1-2 mile flying start unpaced	:55
Kennedy, Murphy, and Saunders on a Stearns Triplet fitted with M. & W. Tires.	
59—1-4 mile standing start	:30 1-5
60—1-3 mile	:40
61—1-2 mile	1:00
62—2-3 mile	1:20 1-5
63—3-4 mile	1:31
64—1 mile	2:01 4-5

Kennedy, O'Connor, Seavey, and Rhodes on a Stearns Quadruplet fitted with M. & W. Tires.

65—1-4 mile standing start unpaced	:26 1-5
66—1-3 mile	:35
67—1-2 mile	:55 2-5
68—2-3 mile	1:15
69—3-4 mile	1:23 3 4
70—1 mile	1 54

W. DeCardy on a Syracuse fitted with M. & W. Tires, on the road.

71—10 miles standing start	24 13 1-2
72—15 miles	37 38
73—20 miles	50 38
74—25 miles	1 03 52 1-2

Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

75—15 miles competition	41 25 1-2
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**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT,**  
**CHICAGO.**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**



attached elliptical gear wheels. Over the back wheel is a special frame, attached to which are short perpendicular swinging arms, to the lower ends of which are attached long levers, carrying at their forward ends the pedals. About centrally on these levers are placed pins carrying ball bearings on which revolve two other elliptical wheels gearing with the wheels on the hub. The motion of the pedals is elliptical, having a downward movement of about twelve inches, and a horizontal one of about seven. This machine is another specimen of wasted thought. These two cycles seem to be the only monstrosities of the show, at any rate so far as I can make out up to the time of writing.

WILL O' THE WISP.

### SELLS "BUILT LIKE A WATCH."

Among the large force of traveling men that the Sterling Cycle Works are sending out to dispose of their '95 output, is Edward C. Toie. This young gentleman is thoroughly posted on bicycles, and will see that the Ohio trade is properly supplied with the Sterling. Toie is well known in Cincinnati and the Pacific Coast where he has many friends. He began riding in 1882, and has been riding ever since. If this young man calls on you give him a hearty reception, an order, and don't forget to "mention THE BEARINGS."

### Chicagoans See the New Columbia.

The Chicago branch of the Pope Mfg. Co., received a model of the '95 Columbia last week, and ever since Manager Jackson has been busy showing the new wheel, and telling of its many improvements over this year's model. The wheel on exhibition is a Model 40. It weighs twenty-two pounds, and is fitted with semi-road tires weighing two pounds ten ounces to the pair. The frame is twenty-five inches high. The double diamond frame has been abandoned, and in its place is a handsome single tube frame. The adjustable handlebar is a feature of Model 40. The crank hanger is similar to the one used on the Columbia racer this year, but slightly modified. The cranks have a 6¼ inch throw. Barrel hubs are used on both wheels, the Pope company having a very novel way of oiling the bearings, causing the oil to flow directly on the balls. Among the other features are a 5¼-inch tread, T seat post, a neat little saddle, combination pedals, a new seat post adjustment, and a ¼-inch chain. The front wheel has twenty-eight spokes, while the rear one has thirty-six.

EDWARD C. TOIE.

### IOWA'S CHAMPION.

Iowa's champion racing man is C. W. Ashley, of Sioux City, Iowa.

While his occupation would not allow him to participate in as many races as others, his record, considering the fact that in all race meetings but one he has had other state champions as competitors, is a remarkable one. He has ridden in twenty-four races during the season, nine of which were handicaps and four scratch, winning fourteen firsts, six seconds, one third, and one fourth, and being unplaced in two handicaps. He holds the mile, two-mile and one-mile state championships, is nineteen years old, and weighs 155 pounds. His victories were won on an Imperial racer, Model N.

### Ballard Will Sell Ben Hurs.

E. W. Ballard, of the Chicago Cycling Club, will go on the road for the Central Cycle Mfg. Co., the first



C. W. ASHLEY.

of the year. His territory has not yet been assigned.

### THE SYRACUSE LINE.

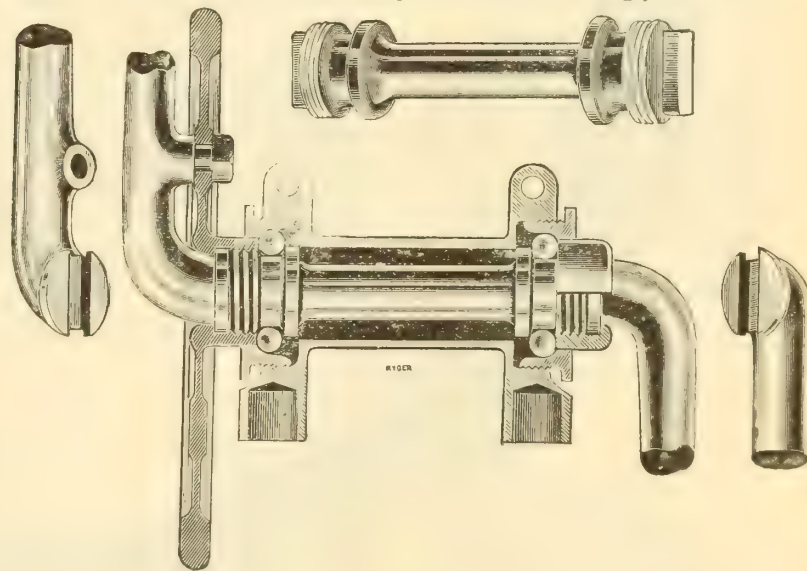
The Syracuse Cycle Co. have issued an advance circular to their agents giving a detailed description of their '95 wheels. Syracuse hubs for 1895 are machined from a solid bar of steel. The rear hub is natty in appearance, light in weight, and of sufficient strength to meet all requirements. The Syracuse adjustable handle-bar is one of the simplest and most effective of its kind in use. By simply loosening a set screw the rider may change the position of his bar at least sixty degrees, making it from an uprolled to a handsome drop curve. All Syracuse bicycles will be fitted with extremely narrow treads, 4¾ inches. The Syracuse line for 1895 will comprise the following six models: The Syracuse Pacer is designed to meet the popular demand for a strictly high-grade wheel listing at \$100. It will weigh but twenty-three pounds, all on, and be fitted in the most approved manner

throughout. The Syracuse Thelma, a ladie' mount, embodying the most desirable features for the fair sex, is the Pacer's companion. The dress-guards are a taking point, being light, handsome, yet serviceable. Weight, without brake, twenty-two pounds. List, \$100. Syracuse Model C is essentially a "fat man's wheel." It is designed to meet the requirements of heavy-weight riders who are unwilling to trust their precious avoidupois on a featherweight. The weight, twenty-seven pounds, will embody sufficient strength and rigidity for this class of riders. List price, \$100. The Syracuse company will also place upon the market the coming season a special Syracuse, which will be a sort of *edition de luxe*. This model will list at \$125, and will be fitted in such a manner as to delight the rider who believes that an exceptionally fine article of high standard is worth a fair price. The extreme lightness of its weight—twenty pounds—renders it alike desirable for road and track use.

All of the track racers will be distinguished by their glowing, vivid, crimson color. For a track machine the Syracuse company have reduced its weight to a minimum. List price, \$125. Scale weight, fifteen to eighteen pounds, according to the weight of the rider. The Syracuse tandem will list at \$150, and weigh thirty-six pounds. In designing this wheel they have provided an abundance of room between the saddles and handle-bars, thus affording free knee action.

### THE WINTON'S NEW CRANK HANGER.

The accompanying cut illustrates the new patented cranks and crank hanger bearings which the Winton Bicycle Co. will use on their 1895 models. Combined with their famous braced frame, it makes a most attractive and desirable bicycle. The crank shaft is of tool steel 4 3-16 inches long, and has a tenon on each end, which fits into a mortise on the end of their special cranks; these being held in place by coupling nuts that screw on to threaded flanges on the end of the shaft. These couplings, one of which constitutes the hub of the sprocket wheel, fit snugly on the mor-



tised flanges of the cranks to prevent any spreading of the mortise. The sprocket wheel is also connected to the adjacent crank by a screw to prevent unscrewing of the hub coupling when the rider is back pedalling. The ends of the crank shaft and cranks are hardened to prevent wear. The ball races on the crank shaft are just inside of the threaded flanges, and are three inches apart, as in their former constructions. The economy of space secured by this method of connecting the cranks to the shaft enables them to secure a very narrow tread, only 5¼ inches over all, without contracting the distance between the ball races, or narrowing and weakening the frame at this vital point.

### The Brooklyn Stand.

The Brooklyn Cycle Co.'s cycle stand consists of a tripod on casters bearing an upright arm into which the crank shaft bracket and lower tube of the bicycle fit; an adjustable clamp fitting over the front tube, and tightened by a single turn of a thumb-nut holds the bicycle firmly in place. The upright can be raised or lowered in the tripod, thus lifting the machine clear of the floor so that both wheels can be revolved as in cleaning, or both wheels can rest on the floor, or one on the floor and the other in air. As the stand is on casters, it can be rolled about as easily as the wheel itself. The wheels can be revolved, showing the working of the chain, sprockets, etc. The stand is neat and compact, and occupies less width of space than the handle-bar. Price, finished in black enamel, \$1.50, nickel plated, \$3.00.

### Lyndhursts.

Among the special features of the new Lyndhurst are wood rims, high, medium and low frames, narrow tread, locking device for handle-bars, white ash mud and dress guards, adjusting device for the alignment of both sprockets and reinforced tubing. The full nickeled racer weighs from 17½ to 18½ pounds, and lists at \$135; the semi-racer at 21 to 22 pounds, sells for \$125; the light roadster, weight 24 to 25 pounds; the roadster, 28 pounds; the 26 to 28 pounds ladies' wheels, and the 22 pound, all list at \$100.





## How to Operate the Arrow Pneumatic Tire.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible. Don't be afraid to pull down hard. Be careful to not pinch the tube. See that it is entirely clear of the shoe. Place that part of the tire with exposed wires on that part of the rim opposite the valve. Wrap rim with friction tape so as to cover spoke heads.

## **ARROW** MECHANICALLY FASTENED TIRES.

These simple, practical, and durable tires are selling like hot cakes. They are novel, and as one large manufacturer of bicycles said today, that they were constructed on the first and simplest mechanical principle that he learned at school, and that perfection had been attained. Nothing like it for novelty and practicability.

## **REX TIRES.**

We are continually receiving voluntary letters from riders and manufacturers extolling the good merits of our tires. For cemented tires it is the acme of perfection. It is light, resilient, and strong.

## **CLIMAX TIRES.**

This is the best molded inner-tube tire manufactured. They recommend themselves. Any bicycle having "**CLIMAX**" tires fitted to its rims is easily disposed of by the dealer.

## **TIRES TO FIT G. & J. RIMS.**

Our universal clincher tires fit G. & J. and all similar rims. They are better than any clincher tires of this description ever before manufactured. If you are in need of a clincher tire of this pattern for new wheels or repair work, write us for prices. They are astonishingly low.

**?** How many dealers have received the circular letters which have been ground out by a certain tire manufacturing company, containing the commanding sentences, "You must," "you shall," "we will," "we won't?" They have disregarded all business courtesy, and do not send letters of this nature to large manufacturers, but humble and try to intimidate the smaller buyer and insult his intelligence.

One man's money is as good to us as another's. We deal fairly by all.

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

Mention The Bearings

## **EASTERN RUBBER MFG. CO.,**

**TRENTON, N. J.**



## AMERICAN FEATHERWEIGHTS.

EDITOR THE BEARINGS: In connection with the recent trip of our Mr. F. L. Warner to France and England, and the controversy which has arisen as to the merit of the American machines (and particularly our own), the following paragraphs are noteworthy. Yours very truly,

UNION CYCLE MFG. CO.

STAND 51.—The Union Cycle Mfg. Co., of Boston, U.S. A., show one sample of the "Union" safety, a racer built upon the lines of that ridden by Sanger and Tyler in their racing in the States this season. It is interesting as showing the leading work of the American trade, and is somewhat peculiar in its build. It has short ball head,  $7\frac{1}{2}$  inches between the ball races, giving horizontal top tube, the back frame tubes being carried right up to the saddle fixing. This latter—that is the saddle—is well-shaped for a racer, being high backed, giving plenty of purchase to the rider's legs. The shape of the back stays, however, strikes awkwardly to the English observer, and the pressing in of the compression tubes to form the back ends is scarcely to be commended. The chain wheel is detachable by means of five short arms and pins attached to the crank, and is very light, too light we feel inclined to say. A sample of the seat-pillar is shown with the L arm, of exceedingly light tube, fitted with a cross liner. This is rather good, though we think practically the same result would have been obtained by using a stouter tube. The bearings are dust-proof, and in this respect appear to be all that can be desired. The cranks are hollow, round in section, with screwed pedal pins, and the pedals somewhat after the type of Bown's Butterfly. Wood rims are used, and the machine comes out pretty light.—*The Cyclist*.

STAND 51. UNION CYCLE MFG. CO., Boston, Mass., U. S. A.—This stand, though it contains but a single machine, is certain to be one of the real attractions of the show. The machine is a real American-made cycle, and is a duplicate of those ridden by Sanger and Tyler. It is of the most up-to-date pattern, the back forks and top tube being horizontal, while the head is comparatively short, and the front fork crown is a well-designed double plate. The chain wheel is detachable, the axle and the cranks are hollow, and the pedals and bracket-bearings are rendered dust-proof, both by careful construction and by means of felt washers fitted round the cones. The back stays come together before reaching the top lug, and are stayed above the wheel in the usual manner. Tangent spokes are fitted, with wood rims.—*Scottish Cyclist*.

A testimonial given in the ordinary way to a cycle manufacturer by one of his employees would not, we should imagine, command much respect as the unbiased opinion of a disinterested person; but the way in which the testimony of Tyler and Sanger in favor of the Union cycles ridden by them is produced is above suspicion. These riders have sworn before a notary-public that they have each used only a single machine during the whole of the past season and that the only accident or breakage that happened to one of them was a smashed rim when Sanger ran off the track at Cleveland. The machines were ordinary road racers taken from stock, and not specially built.—*Scottish Cyclist*.

## ABOUT NEXT YEAR'S UNIONS.

The '95 Union is built in three sizes of frames—twenty-two, twenty-four, and twenty-six inches, with the twenty-four-inch as the standard depth. The steering head is eight inches. The tubing of the frame is of large diameter, light gauge, and reinforced at every point by the Union re-inforcing device. The front fork crown will be constructed on the English method, being made of three pieces of cold rolled, fourteen gauge sheet steel, the upper piece forming a cap and covering the tops of the side tube, and being nickeled to give attractive finish to the part. The tread is narrowed down to  $5\frac{3}{8}$  inches; the rear tubes are connected with the axle barrel as near its outside as it is possible to place them, thus rendering the frame extremely stiff when under the strain of hill climbing or fast speeding. The pedals are of the Union "Record" pattern, but have been lightened and improved to correspond with the wheel. Both sprockets are easily detachable to allow for change of gearing which can be varied from sixty to eighty inches with the various combinations made. The bearings are of the regular Union dust-proof pattern and tool steel. The handle bar is of handsome curve, narrow, and adjustable in height. A detachable brake is fitted to the front wheel when ordered—also coasters and step. The Perry  $\frac{1}{4}$ -inch pen steel bushed chain will be used. The cranks will be of solid drop forged steel keyed to axle. The best quality of wood rims will be adopted, and the choice of Dunlop, Palmer, and Morgan & Wright tires are given, the finish being standard black and nickel. In addition to the '95 model the improved Special will be catalogued.

## TRADE HAPPENINGS.

COLDWATER, MICH.—The Perfect Bicycle Lock Co., T. A. Hilton, president, A. S. Roe, secretary, and Roll Hayden, treasurer, are about to commence manufacturing. Their plant has been purchased, and orders have been booked for future business.

TOLEDO, OHIO.—H. A. Lozier & Co. are erecting temporary buildings, and will shortly be in operation again. Claims against the insurance companies of \$220,568.66 have been allowed.

LOUISVILLE, KY.—Herman Hussman has accepted Louisville agency for the Wheelmen's Protective Co., of New York.

SYRACUSE, N. Y.—The Cortland Wagon Co., will commence handling bicycles during the coming season. E. B. Richardson will have charge of the new department.

NEW BEDFORD, MASS.—Negotiations are pending between the Board of Trade and the company manufacturing the Greyhound bicycle at Brookfield, Mass., looking to a removal of the plant to New Bedford. A company will probably be formed with a capital stock of \$25,000, with privileges to increase same to \$50,000. The company's plant is worth \$9218.79, which will be turned into the new company at \$10,000.

PHILADELPHIA, PA.—A. G. Spalding & Bros., sporting and athletic goods, have opened a new store at 1216 Chestnut Street.

NEW YORK, N. Y.—The Bidwell-Tinkham Cycle Co. have elected Ernest F. Walton, formerly general manager of the Wicks Refrigerator Co., vice-president and general manager. Shortly after New Year the company will open branch stores in Brooklyn, Newport, R. I., and also a down-town store in New York.

SIoux CITY, IOWA.—Knapp & Spalding Co., hardware, bicycles, sporting goods, are adding complete line of bicycle sundries.

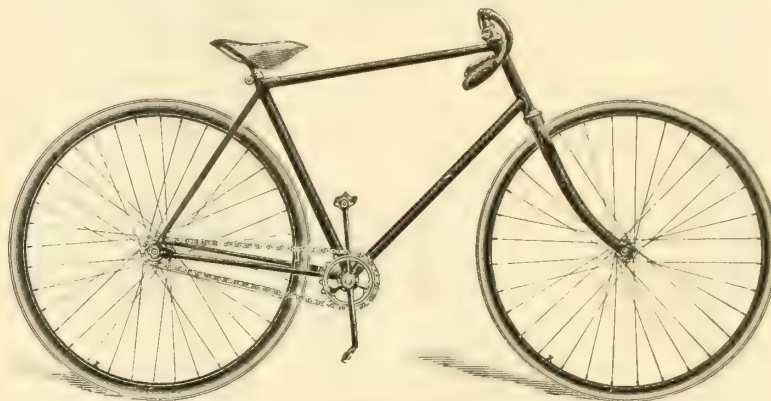
WHEATON, MINN.—Enterprise Hardware Co. opened a new store. Will handle sporting goods, guns, ammunition, etc., and will take up bicycles.

NEW BERNE, N. C.—The Slover Hardware Co., incorporated by Geo. Slover, L. H. Cutler, and J. C. Watkins, with a capital stock of \$20,000. Correspondence invited with manufacturers of bicycles and bicycle sundries, looking to accepting agency.

BURLINGTON, VT.—John A. Manson & Co., new hardware store opened. Will take up bicycles. Correspondence invited.

BERRYVILLE, ARK.—W. R. Hamilton, hardware, bicycles etc., succeeded by W. R. Hamilton & Co.

## THREE NEW RAMBLERS.



Rambler No. 10.

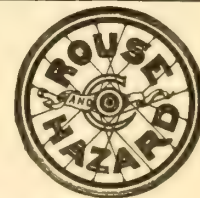


Rambler No. 14.



Rambler Model E.

## CUSHION and SOLID TIRES at One-Half Manufacturers' Prices.



Discounts from these figures.  
A Snap for Dealers and Repairers.

### CUSHION TIRES.

	Former Price.	Our Price.
24 x 1 inch	\$3.50	\$1.75
26 x 1 inch	4.00	2.00
28 x 1 inch	5.00	2.50
28 x 1 1-8 inches	6.00	3.00
28 x 1 1-4 inches	6.00	3.00
28 x 1 1-2 inches	6.50	4.00
30 x 1 1-4 inches	7.00	4.25
32 x 1 1-4 inches	7.50	4.50
28 x 1 1-2 inches	7.50	4.75
30 x 1 1-2 inches	8.00	5.00

### SOLID TIRES.

	Former Price.	Our Price.
16 x 5-8 inch	\$ .85	\$ .50
24 x 5-8 inch	1.75	.90
28 x 5-8 inch	2.25	1.10
28 x 3-4 inch	2.50	1.25
28 x 3-4 inch	3.00	1.50
30 x 3-4 inch	3.25	1.65
28 x 7-8 inch	3.25	1.75
30 x 7-8 inch	3.50	2.00
48 x 7-8 inch	4.50	2.25
56 x 7-8 inch	5.50	2.75
50 x 1 inch	6.00	3.00
54 x 1 inch	6.50	3.25
56 x 1 inch	6.75	3.50

Having purchased the carried-over stock of several factories we quote the above prices as long as the goods last.

ROUSE, HAZARD & CO., 142 G St., Peoria, Ill.

Mention The Bearings

Get our Discounts and Catalogue Free.



# Do Not Wait for the Cycle Shows

You May Be Too Late!

## "TRIANGLE" WHEELS

Are Selling, Show or No Show.

However, we invite our friends to come and visit us both at the Chicago and  
New York Cycle Shows.

**THE PEERLESS MFG. CO., CLEVELAND, OHIO.**

Mention The Bearings

## Bicycles

for the

## Holidays

Our 1895 patterns are commencing to come in. We have some 1894 wheels left—we haven't room for both. The 1895 patterns are somewhat lighter, otherwise makers have found it difficult to improve on 1894. Rather than store the wheels carried over we prefer to sell them NOW—to our benefit, naturally—to yours even more so. Everything from a 24-inch boys' to the highest grade 28-inch men's safety is yours at sub-bottom prices, and as a still further inducement, and in order to test the efficacy of this advertisement, we will allow an extra special discount of 10 per cent. to any one who will cut out and bring or send this to us before January 1.

## Thorsen & Cassady Co.,

Athletic and Sporting Goods.

141 & 143 Wabash Ave., Chicago.



## ENGLISH TRADE NOTES.

The matter of the Cyclists' Touring Club entering into arrangements with some of the leading manufacturers to supply machines to members on special terms, which, it will be remembered, created so much comment in trade circles in the spring, and which was referred by a special meeting of the club to a sub-committee to report upon, has ended in a fizzle. At the last meeting of the council the sub-committee handed in its report and a scheme, which seems to have been perfectly impracticable, for the council immediately rejected it, and therefore the matter falls to the ground for the second time, for which I think the trade will be truly thankful. In the current *Gazette* it is remarked that if any manufacturer feels disposed to do so, he is at liberty to offer special terms to members of the club. This is indeed kind, but I sincerely trust that in the interests of trade no maker of repute will do this. If manufacturers once began to do so, it would doubtless be very good for the Touring Club, as everybody would pay up 3s. 6d. a year for the sake of saving perhaps a couple of pounds in the cost of a cycle, but would it pay the trade? I think not.

I hear that the Pneumatic Cycle Brake Co., of Manchester, have booked some very large orders at and since the Stanley show. One order from the continent is for 10,000. This looks as if the pneumatic brake is being appreciated. It really is a first-class article.

I hear that a new pattern wire saddle will shortly be placed upon the market. It is the invention of a Mr. Wood, and is on the same principle as that gentleman's railway carriage seats. I have tried the saddle for a short distance, and find it very comfortable. The wire springs of which it is composed are woven together, so that it differs from a spring saddle which was brought out some years ago and proved a failure.

The Osmond Cycle Co. have already booked many orders, notwithstanding that their sample machines are hardly yet ready. This shows that there is more in a name than many suppose, but after all if F. J. Osmond can not design a first-class mount, who can? By the way the Osmond racer has several special features. The rear forks are composed of tubing having a D section, the flat sides being placed toward the center of the machine. This allows of a narrower tread, and in addition considerably increases the strength. The hub is also held in the fork ends by a nut inside the tubes, so that a very neat appearance and a slight saving in weight is effected. The handle-bar clip is also made out of a piece of flat steel, bent to shape instead of the ordinary lug, which is doubtless a very strong method.

A new thing is being placed upon the market by the Puncture Proof Tire Co. This is "Jelly's Anti-Friction Solution," which is intended to be used on double tube tires. The air tube and outer cover are both coated with the solution, which has the peculiar property of being absolutely frictionless. Canvas and other substances coated with it can not possibly chafe, and the speed and wearing powers of the tires are increased by its use.

By the way, the company are I hear doing a good business with the Gressley tube which I described lately, and from all accounts it will be much sought after when the riding season opens. A tube which shall be practically proof against sharp objects, and yet be as speedy as an ordinary one, is bound to become popular.

WILL O' THE WISE.

## THE ANDRAE.

Julius Andrae, of Milwaukee, has gained a large reputation as a builder of Andrae bicycles. Next year he is determined that his reputation



shall not suffer, and will offer to the public a 21½ pound machine, with a twenty-three-inch frame, listing at \$100.

Crescent buyers will obtain even more value for their money next year than they have this. The Western Wheel Works have announced that Crescents for '95 will be improved wherever possible, while the prices will remain unchanged, and applications for the agency for this famous line of wheels for next season are coming in rapidly. \* \* \*

## LOOKS AFTER THE WOLFF.

E. P. Hadley, well-known as office manager of the Keating Cycle Co.,



E. P. HADLEY.

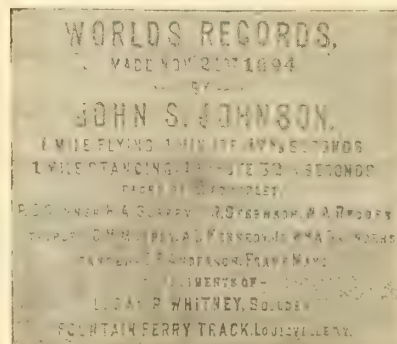
throughout past years when he was instrumental in placing that concern in a good business standing, has accepted a position as manager of the R. H. Wolff Mfg. Co., of East 118th Street, New York City. Mr. Hadley is a hard worker, an excellent financier, and a splendid man for the proud position he now occupies. The Wolff company have been identified with the bicycle business for some years as makers of cold swaged spokes. They have furnished a large proportion of those used in the United States. Their large factory employs 700 men at the present time, and will employ many more as the season advances.

Fifty sample machines have been turned out. These range in weight from sixteen to twenty-five pounds, are of the latest pattern and highest quality, and will list at \$100. These will be known as the

Wolff. Space has been secured at the New York cycle show where the complete line will be exhibited. It is also said that that popular salesman, Jim Murphy, has allied himself with the new company as salesman.

## Johnson's Name Handed Down to Posterity.

When John S. Johnson broke the mile record on the new track at Louisville, the builder of the track was so enthusiastic that he had a silver plate made, on which the deeds of the mighty Johnson were set forth, and had it set in the track, right at the tape. So long as the Fountain Ferry track exists, so long will the plate stay there. All of the machines used in the contests against Father Time were made by E. C. Stearns & Co., of Syracuse, N. Y.



## The Eclipse for '95.

The Eclipse Bicycle Co. have made a decided change in the policy of their 1895 business. For several years they have made thousands of bicycles for several

of the largest jobbing houses in the country, to be sold under their own special brand. For this reason the Eclipse company has not had the credit from the general public of turning out the number of wheels they really have produced. The Eclipse line for '95 will consist of four models, all of them being of the very highest class of material, workmanship, and design, and contain many special features that will be used only on Eclipse bicycles. The Eclipse company feel that they can not afford to sell their wheels under any other name than the Eclipse, and shall therefore make hereafter only Eclipse bicycles. Agents will receive absolute protection in territory assigned them. The Eclipse company has arranged with the Simmons Hardware Co., of St. Louis, to handle their Eclipse machines in the west, and have also made large deals with H. C. Martin & Co., of Buffalo, and the Bindley Hardware Co., of Pittsburg. Each of these three concerns are the most important in their several localities. Excepting in the territory controlled by these three jobbers the agency will be handled direct from the factory.

## Trade Doings in St. Louis.

ST. LOUIS, MO., Dec. 18.—The Beck & Corbitt Iron Co. will handle Lu-Mi-Nums, and intend to open up a retail store in the spring.

R. L. Hill, manager for D. Snitzer before the latter retired from business, has opened up the Crawford Mfg. Co.'s branch store on Fourth and Washington Avenues. He also has the agency for the Columbia.

George M. Wilder, who has long been identified with the trade here, has gone to Indianapolis to fill a responsible position with the Central Cycle Mfg. Co.

## Ten Tribune Models.

Ten different models will be turned out by the Black Mfg. Co., of Erie, Pa. The Tribune, Model F, will be the leader. This machine weighs twenty-four pounds, and has a twenty-six and a half inch frame and lists at \$100. The wheel base is forty-five inches, and the head is twelve inches long. The other models are almost similar, the only difference being in the height of the frame, and the weight. The racer will weigh seventeen pounds. The ladies' wheel will weigh twenty-five pounds.



**The Munger.**

L. D. Munger is now on the road with the '95 Munger. "Birdie" was in Chicago last week, and exhibited his wheel to a select few. The '95 Munger is fully up to date. Nineteen pounds will be the weight of the heaviest wheel turned out by the Munger Cycle Co. Among the improvements



noted are an adjustable handle-bar, a sprocket that can be detached with the fingers, and a pedal that is light but strong. "Birdie" had with him photographs of his new wheels, which he very carefully guarded. But while his back was turned one of the photos was carried away by the office boy, and Munger will be surprised to see it in print.

**TRADE NOTES.**

The Cortland (N. Y.) Wagon Works are building high and medium grades for both sexes.

A. L. Dean & Co., of Denver, Col., have been appointed agents for the Fenton for the state of Colorado.

The Columbia Rubber Works have made arrangements to manufacture and sell Simplicity 47 tires.

Morgan & Wright keep track of all records made, and would be pleased to answer all inquiries from riders or agents.

Dudley Bros. & Black, of Nashville, Tenn., have been appointed agents for the Fenton for the state of Tennessee.

E. C. Stearns & Co., have opened a branch house at Buffalo, N. Y.—No. 571 Main Street. W. A. Lutz will act as manager.

F. Howard Tuttle has just closed a deal with A. D. Smith, of St. Paul, Minn., to handle the Stearns bicycles in that city.

Cordang and Bailleux, a Holland tandem team, has ridden a mile straightaway in 1:32, beating Johnson's time by 3% seconds.

The George Pearce Co., formerly at No. 21 Park Row, have removed, their office and salesroom to No. 17 Warren Street, New York.

The Palmer Tire Co. received news from abroad this week, that a tandem team had ridden a straightaway mile in Holland, in 1:35.

J. F. Ives, of the Mechanical Rubber Co., of Cleveland, O., has just returned from a trip in the east with orders in his pocket for 8,000 Loop tires.

Leon Johnson, who has represented the Indiana Bicycle Co. in the south for two years past, will probably have charge of the New York branch store.

I. G. Gardiner, Rambler agent at Knoxville, Tenn., is in a position to carry a medium grade of wheels, and would like to have traveling men call upon him.

D. J. Canary left Chicago Thursday evening for a trip through the middle states, on which he will visit the big trade in the interest of the Spalding.

Farwell, Ozmun, Kirk & Co. have closed a contract with the Bird Brothers, of St. Paul, Minn., to open a retail branch in that city and handle Syracuse wheels.

E. D. Kenyon, who trained the Shapleigh team in Denver, passed through Chicago last week on his way to England and Australia, where he will represent a cycle manufacturer.

S. M. How, who left the Monarch Cycle Co. last spring to go with the Premier Cycle Co., of New York, returns to Chicago, January 1, and will take a position with the Monarch office force.

W. C. Marion, Jr., chief traveler for the Indiana Bicycle Co., is in Philadelphia, closing a contract, and making active preparations to open a Waverley branch store in the Quaker City.

Wm. Read & Sons, of Boston, announce that the New Mail will be

*Are you looking  
for a High-  
Grade Wheel  
for '95?*

Just take a look at the

**ARISTON.**

It will suit the most fastidious. It has more important improvements than any other wheel on the market.

**ARISTON MFG. COMPANY,  
WESTBORO, MASS.**

Mention The Bearings



**Comfort**

Bicycling is rendered absolutely comfortable by wearing the

**L. & W. BELT.**

This device, fitted to the trousers, adds to the wearer's comfort. No pressure at the waist as from the leather belt, and trousers always in place.

**Zimmerman, Wheeler, Butler,**

and other well-known wheelmen wear and recommend the belt. Send for circulars.

The L. & W. Belt patented April 17, 1894.

Manufactured and for sale by

**MACULLAR, PARKER & COMPANY,  
400 Washington St., - BOSTON, MASS.**

Mention The Bearings



put on the market at \$85. This wheel has always been in the front ranks, and at such a popular price ought to meet with a ready sale.

At the annual election of the Galesburg (Ill.) Cycle Club the following officers were elected for 1895: President, F. R. Gadd; vice-president, J. H. Dunn; secretary-treasurer, H. K. Allen; captain, M. S. Walton.

H. S. Robinson, of Meadville, Pa., inventor of the home trainer bearing his name, is having his machines made at Cleveland, Ohio, for the present. He has made several changes in the trainer, and now pronounces it perfect.

The Indiana Bicycle Co., of Indianapolis, has signified their intention of using G. & J. tires on Waverleys. This will be the only detachable tire which they will supply. They have agreed to purchase 20,000 pairs during 1895.

E. C. Stearns & Co. have opened a branch house at San Francisco, Cal. S. G. Chapman will act as manager. They have also placed some very advantageous deals, among others one with Allen & Patterson, of Los Angeles.

W. T. Gardner, who has covered Ohio for the last two years in the interest of the Waverley, will become a traveling auditor as soon as the branch stores which the Indiana Bicycle Co. are establishing are in full blast.

"The Fowler will be right in line next year," says Manager Fowler, of the Hill Cycle Mfg. Co. "Our heavy wheel will weigh but twenty-two pounds, our roadster nineteen, and the racer sixteen. Watch out for cuts next week."

The Overstone Cycle and Rim and Tire Co., of Coventry, Eng., are advertising a tire, which, judging from the illustration given of it, is identical in principle, and almost identical in construction, with the old Victor cushion tire.

W. W. Mooney & Sons have received the following letter from Prince Wells, of Louisville: "Yours of the 4th at hand, and replying to same would state that I am giving your top a trial, and I believe from indications that it is the best saddle top I have ever seen."

The N. N. Hill Brass Co., of East Hampton, Conn., will make three new styles of bells for 1895, single, double, and electric strokes, using pure cast-bell metal. They have put in automatic machinery, and will make every part of their bells from raw material.

The firm of J. W. Bills & Co., of Chicago, has dissolved, and the business will be continued by the former partner under name of R. B. Sharb, at

498 East North Avenue. The stock will comprise bicycles, bicycle accessories, and a full line of sporting goods.

The Hitchcock Mfg. Co., of Cortland, N. Y., are manufacturing high and medium grades for both sexes. They are also manufacturing wood rims for the trade. They have also combined with the Motor Cycle Co., of Cleveland, and will turn out the Motor in the future.

John S. Johnson has demonstrated that he is the fastest cyclist in the world, having placed thirty-two world's records to his credit since he fitted his wheel with Morgan & Wright tires last September. He has also demonstrated that "Morgan & Wright tires are good tires."

Harry Chapman has purchased an interest in the Royal Cycle Works, of Marshall, Mich., and will help Mr. Gorham in running the business. Mr. Chapman is well known to the trade as a royal good fellow, and the Royal Cycle Works are to be congratulated in getting such a worker.

Frank Waller, who recently won the 24-hour championship in Madison Square Garden, trained for the Philadelphia tournament at the headquarters of the Bidwell-Tinkham Cycle Co., 306-310 West Fifty-ninth Street. After the Philadelphia tournament he expects to try for the 24-hour world's record.

The Gormully & Jeffery retail store received a consignment of sample spokes from their factory the other day, numbering in all thirty-one. And yet the average rider will walk up to the showcase, ask for a Rambler spoke, and then look surprised and even get angry when the salesman asks what style spoke he wants.

Perry D. Gath, the well known Columbia agent of Zanesville, Ohio, has signed a contract with the Indiana Bicycle Co. to take the management of a branch store at Columbus, Ohio. Mr. Gath will travel in the south eastern part of Ohio during January and February, and open up at Columbus, March 1. The Zanesville store will be continued, with the Waverley as a leader.

Major W. L. Ross, of Singer & Co., Boston, informed the writer that the stories circulated by some of our contemporaries to the effect that they were going to leave the American market was entirely untrue. On the contrary, if the '95 models are any criterion, they will be very much in it. The new machines have just arrived, and were shown to a BEARINGS' representative who was equally surprised at the size of the tread, and the weight of machine—in fact, every detail in the construction of Singers is almost perfection.

Country agents undoubtedly mean well, but their efforts to make their wants known at headquarters sometimes result in a funny confusion of the

# 24-Hour Record Broken on a TRIBUNE Model E Fitted with M. & W. Tires.

B. W. Twyman, at Louisville, Ky., rides 381 miles, 5,240 feet in 24 hours, breaking the track record for the United States.

Buy the wheel with the  
**Cycloidal Sprocket.**

It is a winner.

Prices established for '95. Write for advance sheets and terms.

**The Black Mfg Co., Erie, Pa.**

The E. C. MEACHAM ARMS CO.,  
Selling agents for St. Louis, Missouri and lower Illinois.



Jarrington Conn. Aug 30/94

My Dear Bright & Early.

Gentlemen:  
Yours most order need  
many thanks in You have done well  
Now is the time to do the  
missionary work and lay the  
foundation for future business.

Your competitors who wait until  
the Cycle Show will see their mistake  
when it is too late you are made  
of the right material. Success to you  
Yours truly  
The Eastleigh Tires Co.

TILLINGHAST  
DETACHABLE  
TIRE

THE MOST

POPULAR



TIRE ...

...BY A...

GREAT DEAL

Tillinghast  
Mfg.  
Co.



"Queen's English." Not long ago Gormully & Jeffery's retail store received an order from their representative in a town within the confines of Illinois, in which he asked that the "digesting" cone for the crank shaft be forwarded at once.

The line of wheels shown by Lindsay Bros., of Milwaukee, Wis., is attracting favorable attention among the jobbing trade, and they report having booked some nice orders from jobbers both in the United States and Canada. The output of their Toledo factory will embrace seven models, ranging in weight from eighteen to twenty-five pounds. Handsome lines, fine finish, honest construction, and liberal treatment, will characterize their 1895 policy.

Morgan & Wright tires have placed to their credit seventy-five world's records this season. Among them are Johnson's straightaway mile in 1:35%, and his mile, on regulation track, in 1:47%—"the two fastest miles for each style of course." They also hold all world's road records from ten to twenty-five miles, made by W. De Cardy, of Chicago, and also the American 24 hour records for both track and road, made by B. W. Twyman, of Louisville, Ky.

At the Thanksgiving races at the Sweet Water track, National City, Cal., a National rider won first prize in the one mile novice, and first prize in the five-mile handicap, also second prize in the three-quarter-mile open—all won on his Model A road wheel. The National road wheel, on the same track, same day, secured one second prize in the one-mile handicap, and third prize in the five-mile handicap. These were the only two riders we had on Nationals.

The Newton Rubber Works' detachable tire is now ready for the market. It is of a clincher type, the clinching edges of the tire being reinforced with a flexible and peculiarly shaped wire. The tire is, so to speak "wedged" in the rim, and, while it cannot blow out or be "yanked" out, it can yet be detached in an instant. The Newton line now seems complete, and they offer the option of a single-tube tire, a laced double-tube tire, and a clincher-type detachable tire.

Sterling spokes are held to be the strongest spokes put in wheels. At a recent test before two of Chicago's dealers, a spoke was placed under a testing strain of 1,250 pounds and was then tied into a bow, drawn tight into a knot, and given a similar strain to 750 pounds without breakage, showing conclusively that the first strain had not crystallized the material. Spokes of some other prominent wheels would not stand the strain of 750 pounds, to which the Sterling spoke was subjected while tied in a knot.

Although located in the east, A. M. Scheffey & Co., of 92 Reade Street, New York, market their Wynnewood bicycles practically all over the country, and are now reaching out for foreign trade. They have improved their Wynnewood machines, and at the same time reduced the prices of the same. The Wynnewood B, with wood rims and M. & W. tires, weighing from twenty-five to twenty-eight-pounds, and listing at \$60, is a wonder. It will without doubt, prove one of the most ready sellers during 1895.

Samuel Tatem Clark, of the Clark Cycle Mfg. Co., of Baltimore, will go out of the business. He is the oldest dealer in that city, and, in his time, has handled nearly all the principal styles of wheels. He is an active member of the Maryland Club, and has officiated at all race meets for many years. He is the chief promoter of the Maryland Club's annual fall tournament, and is well known by both racing men and cycle makers, etc., all over the world. His business plans for the future are not announced.

The Indiana Bicycle Co. report a rather remarkable fact regarding the strength of their wheel, which certainly speaks volumes for the Waverley. Since the Waverley has been on the market about 25,000 of them have been sold, but up to the present time not a single frame has ever been reported broken from any cause. A great many machines that had been run over by ice wagons, street cars, trucks, etc., have been returned for repairs, but not a single frame with a piece of broken tubing or defective brazed joint, nor a broken or defective forging, has as yet shown up.

The Sager Mfg. Co., of Rochester, N. Y., claim to have the lightest possible saddle equipment in their AAI saddle with direct post, which can be finished complete at about seventeen ounces. The spring in the saddle is reversible and by changing it about a forward or back position of two inches can be given. This direct post attachment was introduced by the Sager company in 1894, and proved immensely popular. For 1895 it has been greatly improved. There is no possibility of slipping or loosening, and with the advantages of the forward or back adjustment an immense sale is assured.

The Eclipse will be represented in Canada the coming season. The Eclipse company have opened a branch in Hamilton, Ontario, and will work the entire Canadian trade from there. J. W. Bowman, formerly of the Bowman Hardware & Sporting Goods Co., has been placed in charge, and is already hustling in the interest of Eclipse cycles. The Eclipse is well known in Canada, as a large number were sold during the year 1894. It will be remembered that Wells won four out of five of the Canadian championships for 1894 on an Eclipse racer, and this, doubtless, helped some to introduce the Eclipse.

A. G. Spalding & Bros., have certainly made a wise move in putting their New York bicycle business in charge of Charles C. Morgan. He has been identified with the trade for years, and was formerly with the Overman Wheel Co., where he occupied the important position of superintendent of

agencies, and afterward manager of their Boston branch. Morgan understands the business thoroughly, has a large acquaintanceship, is shrewd and conservative, and will prove a valuable acquisition to the Spalding interests in New York. For years Morgan was a member of the Springfield Bicycle Club, and took an active interest in its affairs. New York will certainly be a field where his energy and push can assert itself, and with the generosity and confidence of A. G. Spalding & Bros. he should certainly make a mark for himself.

November 28 an attempt was made to burglarize the New York branch of the Gormully & Jeffery Mfg. Co. The front basement door was broken open by the burglar, who was detected by the night watchman while helping himself to a Rambler. On his way to the city an attempt was made to rescue the burglar, but the scheme failed. He was held by the police justice to appear before the grand jury, and the case will be considered at an early date. The rear door was broken open the night before by the same person, and a second-hand wheel was taken. John Stafford, who stole a wheel from this company last June, was, on November 30, convicted and sentenced to one year in the penitentiary. The stolen wheel was secured on an order from the court, and is now in the possession of the Gormully & Jeffery Mfg. Co.



**A LITTLE HIGHER IN PRICE, BUT—  
ABSOLUTELY ...THE BEST OILER IN THE WORLD**



**PRICE 25c. EACH.**  
Regulates supply of oil to a drop. Does not leak. Has won every test in competition with other oilers.  
WE MAKE CHEAPER OILERS; ALSO OILER HOLDERS AND PUMP HOLDERS.  
**CUSHMAN & DENISON, 172 Ninth Ave., N. Y.**  
Mention The Bearings

## The Everett House

is headquarters for all  
bicycle travelers.

Everett House, Union Square and 17th St.,  
NEW YORK.

### Holiday Rates Via The Big Four Route.

Tickets will be sold between all stations on the line, December 24, 25, and 31, 1894, and January 1, 1895, good returning until January 5, 1895, at greatly reduced rates.

### Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind. 17

### Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women, and even old men, would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill. 17

### A Very Popular Train

on the Chicago, Rock Island & Pacific Railway leaves Chicago, daily, at 10 p. m. It is called "The Big Five," is only one day out, and passengers arrive at Denver, Pueblo, or Colorado Springs early the second morning. The "Rock Island" has become a popular Colorado Line, and the train above referred to is Vestibuled, and carries the "Rock Island's" excellent Dining Car Service.  
JNO. SEBASTIAN, G. T. & P. A.,  
Chicago, Ill.



AT LAST WE HAVE IT!

NEW, NOVEL,  
ORIGINAL, and the  
ONLY \_\_\_\_\_

# CRESCENT TIRE

Yes==

The only Detachable tire wholly free from vexatious "monkey business."

## Why?

1. Will fit any shaped rim perfectly.
2. Simplest device, only two pieces.
3. No special holes or recesses required in rim.
4. Tube can be exposed and replaced ready for inflation almost instantly.
5. Tube can not blow out.
6. Tire cannot creep.
7. A child can manipulate it.
8. Nothing to get out of order, and, consequently,
9. Absolutely FOOL PROOF.

WE HAVE IT==YOU HAVE BEEN WAITING, BUT NOT IN VAIN.

Send in your orders. These detachable tires will fit the rims you have in stock. The price is right.

## Indianapolis Rubber Co., Indianapolis, Ind.

Mention The Bearings

SEND FOR CATALOGUE.



RELIABLE AGENTS WANTED.

Call on us at spaces 14 and 14 1-2, National Cycle Exhibition, Chicago.


MENTION THE BEARINGS



# THE BEARINGS

Vol X  
No 22

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, DECEMBER 28, 1894.

## A CRY FOR GOOD ROADS.

Wisconsin Business Men Working Hand in Hand With the Wheelmen for Better Highways—Milwaukee News.

MILWAUKEE, WIS., Dec. 23.—Two days before Christmas, yet it seems more like Easter from the cyclist's standpoint. The wheelman has again hung his overcoat in a closet, and wended his way to where his bicycle is stored. The sidewalks are full of Christmas shoppers, but the streets swarm with riders as well. The merry tinkle of the sleigh bells is not heard, but instead comes the sound of the bicycle bells, for, since Alderman Rademaker conceived the idea of introducing a bell ordinance, all riders wear bells on their wheels. It is safe to say that never before has the rider gotten so much value out of his wheel as this year. The season opened early last April, and as yet there are no signs of its closing in Milwaukee. The same holds good over the entire part of southern Wisconsin where snow is yet unknown, and the roads and streets are in splendid condition. North of here the season has practically closed, but the snow there has been light and some wheels are yet in use.

Under such conditions as now exist, it is only to be expected that cycling here is on the boom. All the clubs are deeply interested in the making of laws favorable to the sport. The movement for good roads is going to receive an impetus during the next year that is likely to prove effective. Everywhere the

### Subjects of Better Roadways Are Being Discussed.

It is not alone in cycling clubs that the topic is being considered, as it has been for three or four years, but in the offices of progressive business men in Milwaukee and other cities in Wisconsin it is commanding attention.

This condition of affairs is indeed gratifying to the officers of the state division, who, fortunately, are men that have given this matter most of their time during the past few months. Now, in addition to the officers of the L. A. W., there are enlisted in the movement several of the most energetic business men of Milwaukee, and their interest is not simply confined to praising the plans of the work, but to it they are giving every assistance. In the project of the development of good roads all over the state is included the early completion of the Sheridan driveway between Chicago and this city.

A week ago, there was a conference of the L. A. W. committee, represented by Chief Consul A. Cressy Morrison, Albert Moyer, and Secretary Martin Rotier; the Merchants and Manufacturers' Association, represented by Manager Wilkins, President C. C. Rogers, of the Milwaukee Advancement Association, and President F. W. Rogers, of the South Milwaukee Advancement Association. The matter of good roads in this state, and the extension of the Sheridan Drive in particular, were thoroughly considered. The representatives of cycling were assured of every assistance by those present. Those in attendance at the conference agreed that all the leading

### Roadways in Wisconsin Will Stand Improving,

so as to make them fit for travel conveniently in all kinds of weather. The preliminary survey ought to be paid for by the state, and in order to impress on the legislature the importance of the movement, it has been deemed advisable to call attention to the fact that it was not alone wheelmen who want the law makers to act, but that representative business men are backing the movement. Bankers, manufacturers, professional men, and all others of influence have been drafted into the agitation, and their demands from the legislature will be hard to refuse.

Encouraging reports were received from Chicago at the conference. It was stated that President Foster and Secretary Alexander, of the Sheridan Drive Association, of Chicago, the mission of which organization is the building of the drive, had announced that it will be extended during the next summer from Waukegan, its present terminus, to the Wisconsin state line. Knowing this, the L. A. W. is anxious to have the roadway from Wisconsin state line to this city finished as soon as possible. It is thought that the residents and taxpayers along the proposed line of the road will be willing to lend assistance, but they will have to be assured that the scheme is not wind, and that the promoters are in dead earnest. For this reason a branch of the National Good Roads' League will be formed in this state.

South Milwaukee, a bustling little suburb of this city, is ready to complete the drive through the village next year, even if it is not built to the

city. If this is done, six miles of the road will be completed, and this will serve as a starter. This statement was made by F. W. Rogers, and it is encouraging to the promoters.

### The Branch of the National Good Roads' Association.

will be organized at a banquet of the L. A. W. to be held at Madison early next month. The banquet will be an elaborate affair, and leading men of this city and all the newly elected state officers, including Governor-elect Upham will be invited to be present. The merits of good roads will be discussed by speakers, and in this way the officers of the League hope to get state officials interested in the move. After the organization of the association the work of securing the necessary appropriation will be begun energetically.

Albert Moyer's plan of building the road is by the employment of pauper labor. He thinks that those men who apply to the counties in the state for relief should be furnished employment on building the new driveway and be paid in supplies. In this way the men would not become public burdens, and would be able to provide for their families. He says that the driveway would become part of the boulevard park system of this city, and would probably be placed in charge of the park commissioners.

### Club Elections are Now Being Held

in this city. The Mercury club election was held last week, resulting as follows: President, O. F. Thieme; vice-president, J. Loeb; secretary, William Milbrath; financial secretary, A. Banse; treasurer, John Reitzner; captain, George Bender; directors, Wells Pritchard, William Morris, H. Borgwaldt, Peter Gillis, A. Banse, and E. Bentzler. The club has decided to open its winter social season with a masque ball at the South Side Turner Hall on January 12. Last year the club's ball was a success, both socially and financially, and its former prestige will be upheld.

As a sample of the popularity that the good roads movement is gaining, the following editorial from the Milwaukee *Sentinel*, the most influential paper in Wisconsin, especially with the present state administration, may be cited:

The proposed formation of a state branch of the Good Roads League is a move in the right direction, inasmuch as it has for its object a combined effort to secure the construction of better roads. The improvement of our roads is obviously a matter of considerable importance to every resident in the state, and anything accomplished toward effecting a beginning in this sort of work is to be regarded with general satisfaction. The wheelmen are taking the keenest interest in the subject, but after all they do not reap much more benefit than most of the rest of us. It is distinctly a gain for everybody to have a start made in the building of a system of good roads throughout the state, and everyone should join in and lend his assistance to the project.

The suggestion that attention be given first to the construction of the Sheridan drive, which is to be a fine roadway connecting Milwaukee with Chicago, is an excellent one. It is promised that the Illinois portion of the road will be completed within a year. It will only be necessary to build the road from Milwaukee to the state line to get the benefit of a splendid driveway extending along the lake to Chicago. As a forerunner of other work to be accomplished by the Good Roads League, nothing could stimulate the movement more than the successful completion of the Sheridan road. Let the members of the League concentrate their efforts on the attainment of this one object for the present. When they have put that through they will not only have gained one good road, but they will have awakened public interest in their work to such a degree that it should be comparatively easy to extend the building of many other needed roads. Nothing can give the movement so much life as a practical demonstration, such as the building of the Sheridan road.

## THE TEXAS GIANT AFTER RECORDS.

LOUISVILLE, KY., Dec. 24.—Paul Von Boeckman and his two-speed bicycle are here waiting for favorable weather to try for records on the new track. He intends to stay during the holidays, his sanction extending until the 31st instant. Nat Butler could not resist the temptation of trying to get some of the record plums that all are after, and arrived here in the latter part of the week. He intends to make a try at the unpaced records for all distances. Arthur Butteroff, of the *Æolus* Cycle Club, of Chicago, came here in the early part of last week, but just as he was getting into shape he received a telegram from home advising him of the very serious illness of his brother and asking him to come home.

The new year will find a change in the officials of the track association. Samuel Cassidy, the president of the track association, has given notice that he will resign on account of the lack of time to devote to the affairs of the office.



## 'Twas A Huge Fizzle.

**Philadelphia's Six-Day Race Not a Howling Success—Gannon Meets With a Peculiar Accident.**

PHILADELPHIA, Pa., Dec. 22.—A run of hard luck characterized the six-day race which terminated at Industrial Hall last night. Ever since the start last Monday morning there have been any number of accidents, but the climax was reached early this morning when a serious accident occurred to Joseph Gannon, one of the contestants. Gannon is but nineteen years old and as this was his first long distance race, he has been riding in a very creditable manner. Several times during the week he has fainted on the track, but after a few minutes' rest recuperated enough to go on again. Last night one of the scorers started to cross the track and before either he or Gannon could dodge they collided. Gannon was thrown from the track with much force and sustained such injuries to his side that it was not thought advisable for him to ride again. After a few hours' rest, however, the plucky New Yorker came out and started to ride. At 8 o'clock this morning Ashinger, Forster, and Gannon were on the track spinning mile after mile, and the score was creeping up rapidly. Forster, the German champion, who was about thirty miles behind Ashinger, was leading and making a strong effort to reach first place.

### He Was Going at a Hot Pace,

with Ashinger and Gannon following close in his rear. Suddenly Forster and his wheel went down, and in less time than it takes to tell, Ashinger and Gannon, and their wheels were over him, all lying in a heap. When the men were finally picked up, Gannon was found to be the worst hurt of the three. He was picked up by his trainer and assistants, and carried to his dressing-room, where it was decided to give him a rubbing down with alcohol. After rubbing him Gannon's trainer proceeded to give him a vapor bath. While he was seated in a chair enveloped in a rubber suit the alcohol on his body caught fire, as did also the chair. As soon as possible Gannon was extricated from his perilous position and the rubber suit torn from his body. A hasty examination disclosed the fact that the cyclist was badly burned about the lower part of the body. He was wrapped up and hurried to the Hahnemann Hospital. Here the attending physician said that, while the burns were of a superficial nature, Gannon would be compelled to stay in the hospital for some time. When the collision occurred the unfortunate rider had scored 1,007 miles, and was third in the race.

The attendance at the race has been poor all week, with the exception of one or two nights, and it is to be regretted that the management received such little encouragement. Had there been more contestants things might have been different, but the management encountered a great deal of difficulty in getting men to enter. There had been over a dozen entries, but it seemed impossible for the contracting parties to come to an amicable agreement. A number of conferences were held last Sunday between Manager Johnston and the riders, in which the latter demanded certain guarantees which the management did not see its way clear to grant. Some of the riders then left the city and it

### Looked as if There Would be no Race.

During the evening, however, further overtures were made. Ashinger, Starbuck, Swank, Gannon, and Meixell started. Swank dropped out after riding an hour, and he was followed a few hours' later by Starbuck. The latter started with the intention of breaking the fifty-mile record, and succeeded. He rode the distance in 3:30:53. He also broke the twenty-mile record by placing the time for that distance at 54:45½. The twenty-five-mile mark was reached in 1:05:15, which breaks the world's indoor paced record, which formerly was 1:08:20. Meixell dropped out on Tuesday, and at midnight on that day there were only three men in the race. They were Ashinger, Gannon, and Forster, the latter having started about 3 o'clock Monday morning. Ashinger was leading by fifty-nine miles. On Tuesday night there was a match race between Starbuck and Martin, in which the former met with a serious but not fatal accident. He was attempting to keep pace with Martin, and in doing so his wheel broke, and he was thrown heavily to the floor.

Nothing exciting occurred on Wednesday. The riders were sticking manfully to their work, and only left the track long enough to get enough rest to keep them going. The attendance was extremely small.

Thursday's surprise was the riding of Gannon. On Tuesday he was somewhat the worse for wear, but on Thursday he was the freshest of the three, and aided by a high-gear wheel

### Reeled Off Miles at a Fast Rate.

His chase, however, was hard as well as fruitless, as Ashinger and Foster had gained quite a lead on him. In the evening Starbuck and Martin rode a match race of twenty-five miles for \$50 a side. They started at 9 o'clock with a clear track, as all of the professional six day's men had retired for a short rest. Martin was the more daring of the two, while Starbuck seemed cowed on account of his mishap of the previous night. The last mile was a beautifully contested one. Martin was in the lead and Starbuck made a half dozen attempts to pass him, but could not do it, being finally beaten by half a lap. Martin's time for the twenty-five miles was 1:11:42.

There was a two, three and five-mile race Thursday night. The former was between Meixell, of Lewisburg, Pa., and H. Swank, of this city. The winner of this race was scheduled to ride with the first man in the three-mile event between William Martin and Frank Starbuck in a five-mile final. Swank defeated Meixell in 5:04½, and Martin won from Starbuck. In the final race Swank and Martin came together. It was a fine race until the

thirteenth lap of the last mile, when Swank's tire burst and he was thrown with terrific force against the training table, but escaped serious injury.

There was a fair sized crowd present on Friday night. Manager Johnston had arranged several special events to be run off while the contestants in the six days' race were resting. The first event was an attempt on the mile indoor record, made by Barbeau last week, by Martin. He was started sixteen yards back of the scratch in order to make the full mile and came around with a good flying start. The Detroit man was feeling good and he went

### Around the Soup-Tureen Track

at a very fast rate of speed. His time for the half-mile was 1:05½ and the mile 2:13½, breaking the world's record by ¼ of a second. A little later Martin came out to try for the two mile record, and succeeded in reducing the figures to 4:41½, beating the time made by Roome last week. The latter's time was 4:45½.

The race ended at 11 o'clock last night. Charley Ashinger won, with 1,300 miles to his credit; Fred Forster was second, with a score of 1,285 miles, and Gannon third, with 1,087. After Ashinger had 1,299 miles to his credit, he took a notion to try and see how fast he could make the 1,300th mile. He set out at a pace faster than that at which he started and negotiated the distance in 2:32½, which shows his remarkable energy after such a long ride. Ashinger then retired and allowed Forster an opportunity to try and catch up. Forster, who was thirty-four miles behind him, tried but failed.

At the conclusion of the six days' race Frank Starbuck made a trial for the five-mile record of 12:17½, made by W. F. Roome at the amateur races last week. Roome used pacemakers, but Starbuck went the distance by himself, covering it in 12:30 flat, which is a new record for that distance with pacemakers.

A number of Class A riders also went for the existing records and were very successful. Howard Nestor made a quarter-mile in :31½, a new record; W. A. Wenzel, of the Quaker City Wheelmen, broke the world's indoor ten-mile record, covering the distance in 25:58.

### Club Elections.

The Wissahickon Wheelmen's annual report shows that organization to be in a very flourishing condition with great prospects for the future. The treasurer's statement was particularly encouraging and demonstrates the club's fine financial standing. The following officers have been elected for the ensuing year: President, W. W. Smithers; vice-president, John F. Keater; treasurer, Edgar P. Paris; secretary, George Mecke; captain, William H. Hart; managers, J. J. Crout, Harry Thornton, P. M. Keyser, and George Duncan.

The officers nominated by the Turner Cyclers for election are: President, Adolph Roch, Paul Engeler and Daniel Lorenz; vice-president, Fred Oldach, Jr., and Bernard Boch; recording secretary, W. Baumgartner and Charles Schenker, Jr.; financial secretary, Herman Winterer and Harry Swoboda; treasurer, Fred Unkel, Jr., and Charles Oldach; captain, Leo F. Jones and Joseph I. Smith; directors, Albert Sopp, Henry Auer, Jr., W. Friedgen, Jr., and Herman Schwarz.

The Quaker City Wheelmen held their annual meeting last Monday night and elected the following officers for the ensuing year: President, James Artman; vice-president, Joseph C. Aschenbach; treasurer, Edward L. Artman; financial secretary, C. A. Musselman; recording secretary, W. B. Longworth; captain, George H. Buzby; first lieutenant, Dr. W. L. Jones; second lieutenant, D. Heinitch; bugler, Harry Warren; librarian, Jerome Laird; board of directors, E. B. Chapman, George W. Lawrence, John A. Stahr; delegate to the Associated Cycling Clubs, Joseph C. Estoclet.

The Chester Bicycle Club, of Chester, Pa., held its regular monthly meeting last Tuesday night for the purpose of discussing the advisability of building a race track. On the question being put to a vote it was decided unanimously to construct a first-class course. It will be built in Eddystone alongside the railroad station, thus making it convenient for those desiring to attend race meets, both from Chester and this city. It will be a quarter mile in circumference, and efforts will be made to make it one of the fastest in the country. The club admitted twenty-two applicants to membership, making a total of 126.

John J. McLaughlin, a local cyclist, is reported to have gone a mile unpaced in 1:21 flat on Wednesday. The course was over the Ironville Pike at Columbia, Pa., and six watches were held. This record beats the paced and unpaced records held respectively by Johnson in 1:35½ and Pensers 1:52½. Prior to the record-breaking performance he went a mile in 1:36 flat.

The Rockford Wheelmen added another to their unbroken list of successes by giving a minstrel show December 18 and 19. The house was filled both nights, and everyone pronounced it the best home entertainment ever given in Rockford. The boys were all up in their parts, and the usual hitches that attend home entertainments were absent. A. J. Nicolet gave an exhibition of fancy riding and the performance concluded, each night, with a full ring circus performance, through the generosity of Reynolds brothers who are quartered there for the winter.

E. S. McKay, surgeon on H. M. S. Pioneer, was killed by a lion while on a shooting expedition in Africa. At one time McKay held the championship of Ireland for one, four and fifty miles.



## STRAIGHTAWAY RECORDS.

**Buffalo Gone Crazy Over Them—The Callahans After the Mile—The Joke on Eddie Bald.**

BUFFALO, Dec. 24.—Straightaway records occupy the attention of every racing man, good, bad, or indifferent, in Buffalo at the present day. Leonert, of course, is a person of considerable importance at the present moment, but there are those who predict that he will wear the laurels but a short time. The report that John J. McLaughlin covered a mile, unpaced, at Columbia, Pa., in 1:21 created little less than a mountain of excitement among the record aspirants. [An investigation of McLaughlin's record proves that the course was but three-quarters of a mile, and that it was down hill.—Ed.] Many were the conjectures as to the accuracy of the performance. Some said that the coal miner had ridden down a sheer precipice; others that the watches had gone to sleep for a while, and still others doubted that the performance has been made at all. When it was learned, however, that the length of the mile was a little short of 3,960 feet, the boys breathed easier, and again settled down to grinding out records. The Stearns quadruplet arrived in Buffalo last Thursday, and Louis Callahan, who has his eye on that mile record, immediately selected a team for the big machine. Johnny Penseyres, ex-holder of the unpaced record, was put up on the front seat. A better man than he to steer the quad can not be found. He can send that big machine along a chalk mark, and can hold it more steadily than even Charley Callahan. H. G. Winter, a coming crack of Tonawanda, occupies the second seat; W. L. Steimal, the long-distance man, is third, and big Al. E. Weinig, the holder of the fifty-mile American

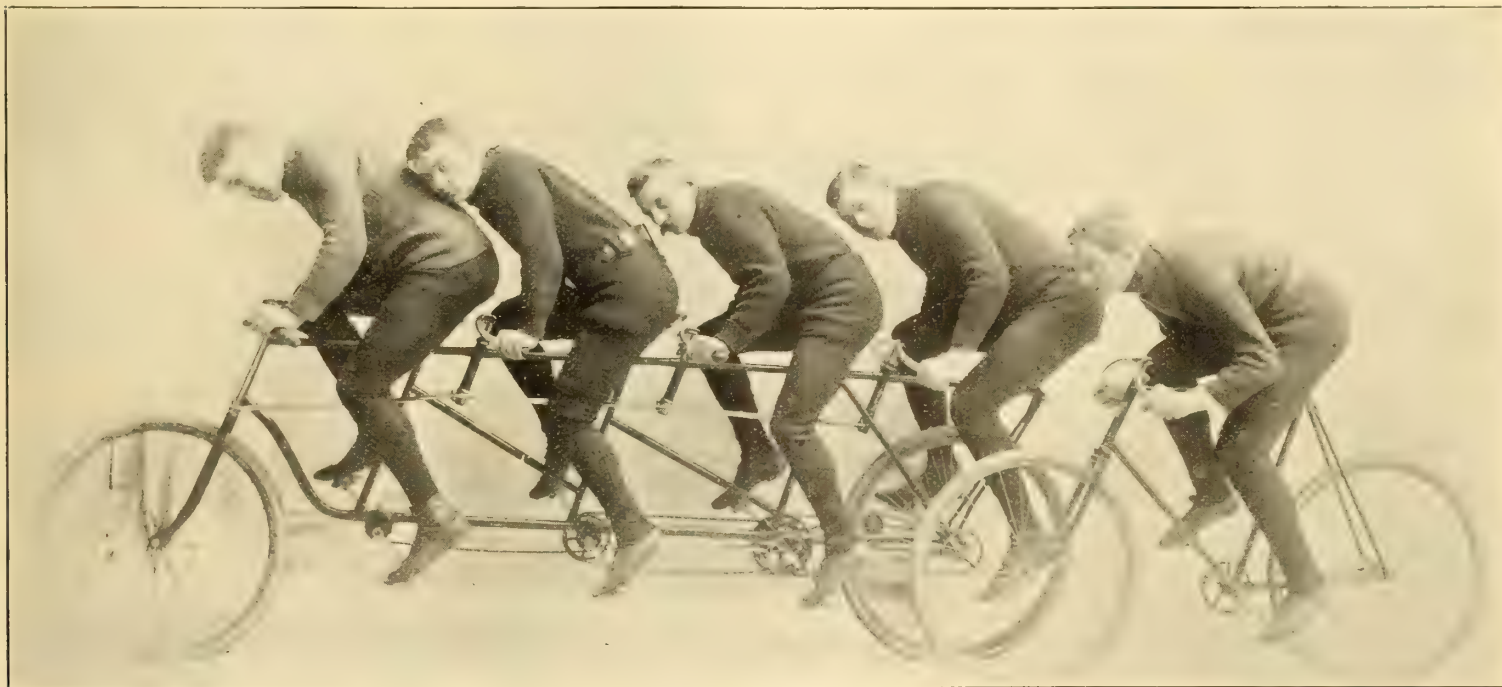
weather holds out for another ten days, Louis Callahan will bring the record down to 1:28 or 1:29.

Speaking about straightaway records, Eddie Bald let the cat out of the bag the other day regarding his remarkable unpaced mile of 2:37, on the boulevard, on which it is alleged he spent \$200 to have it suppressed. It was a case of the biter being bit, and Eddie was the one out of whom the chunk was taken. Herbie Githens was here at the time, and Eddie entered into a conspiracy with him to fool the boys. The idea was to let Bald start off, and to withhold the ringing of the electric starting bell for a minute. Eddie was to go easy to the half, but to settle down to hard work coming home. The plan worked well so far as it went, but the starter had a bit of a joke in mind and

### Rang the Bell as Bald Started Away.

Githens did not tumble to the scheme for a while, but when he did, he started after Eddie, and catching up with him, yelled, "Eddie, they rang the bell at the start. You're in for it now." And so Eddie was; he says he is through with straightaway riding in Buffalo.

A good story is going the rounds on Cornelius Callahan, the worthy pater of the Callahan brothers. The old gentleman in the past strenuously objected to Louis and Charley passing their time in racing. This was way back in '93, and oftentimes he threatened the boys with all sorts of dire things if they did not stop "that foolishness," as he called it. The boys kept right on, however, and were right to the front among the local riders. Finally when Charley left Buffalo for the south this spring he had an old racing wheel. The old gentleman eyed this machine suspiciously, and Charley was about to put it out of harm's way, when pater asked for it, say-



*Leonert following the quadruplet.*

road record, holds down the last seat. Thus far the trials have been confined to practice sprints at a half-mile, so as to get the men in condition, and acquainted with the big machine. Louis Callahan is in fair shape, and a few day's more work will put him in condition to negotiate the distance in 1:30 or thereabouts. The first time the quartette rode the quad, it brought "little Louis" through a half in :55%. W. A. Lutz, a well-known local Class A man, was paced the same distance in :56%, and shortly afterward "Cally" rode an unpaced half in 1:02%. On Friday, Louis Callahan went an unpaced half in :52%, 2% seconds under Johnson's record, but as

### The Course Was Not Officially Surveyed

the record will not stand. Saturday the quad paced Louis in :48 flat. The record is :46%, and would have been broken had the men had the advantage of a favorable wind. These trials will be continued Monday and Wednesday; the day after Christmas the team will probably cut loose.

Two courses will be used, the Delaware Avenue route, running north and south, and the Hertel Avenue Boulevard, extending east and west. These two highways are in close proximity to, and cross each other at right angles. The object of having two miles thus laid out is to be able to take advantage of a wind from any point of the compass. The surface of Delaware Avenue is the faster, however, being paved with vitrified brick while Hertel Avenue is surfaced with asphalt. As soon as the team is ready both of these courses will be surveyed by a civil engineer, and the certificate will be filed with the sporting editor of one of the big local dailies, so that no question as to the accuracy of the distance can arise. Electrical signalling appliances will be used, so as to enable times for intermediate quarters to be taken, and all arrangements will be made to insure accurate work on the part of the officials. Here is a prediction: Providing the

ing he was going to ride a bicycle too. Well, he learned the trick quickly enough, and soon began, figuratively speaking, to kick his heels in the air. Several old cycling codgers found to their sorrow that the old man had a bit of speed up his sleeve, and kept out of his way. Now he says he is going after the straightaway records, and is out on the course every day. Five boys and girls are in the Callahan family, and they all ride yellow rims.

The picture of the record breakers shows the men all mounted on Globes, fitted with Palmer tires. By the way, the Palmer people now hold the coveted marks—the paced and unpaced straightaway miles.

## THE MYRTLE HOPKINS' FUND.

The Myrtle Hopkins' relief fund increases steadily from week to week. Contributions have been received from all points, the last batch bringing the total up to \$660.07. John D. McNeil, Port Huron, Mich., sends 25 cents; W. F. Hart, Ogden, Utah, \$10, and the Panther City Cyclers, of Fort Worth, Texas, come forward with the following: G. B. Cox, \$1; F. H. Collins Co., \$1; Day Cycle Store, \$1; G. C. Prescott, \$1; W. B. Tackaberry, \$1; M. L. Vassar, 50 cents; C. L. Reirson, 50 cents; club secretary, 50 cents; C. W. Lennie, 50 cents; C. O. Lorenz, 50 cents; Hilliery Keith, 50 cents; Felix Garther, 50 cents; Mr. Van Tyle, 25 cents; Bob Perry, 25 cents; Elmore Armstrong, 25 cents; Mrs. G. B. Cox, 25 cents; J. B. Burton, 50 cents.

An English cyclist recently recovered \$150 for being run down by a pig.



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GEO. K. BARRETT, EDITOR.

## MORE ABOUT ROAD RACING.

Judging from the expressions of opinion that are heard on all hands anent the attempt that is being made to induce the National Assembly of the L. A. W. to set its foot on road racing, the attempt is being made at an inopportune time—not more inopportune, perhaps, than it would have been at any period previous to the present; but if the time is coming when it will become the duty of the L. A. W. to look to the suppression of road racing, the time is not yet at hand. We are free to confess that we think such a time will come later, but we hope that it will be far distant. We do not mean to say that we are in favor of breaking the laws of the country, or the regulations of even the smallest hamlet, but we do think that it would be a pity to interfere with a sport that is so healthful and one in which so much interest is taken as in road racing, any sooner than is positively necessary. At the present time there are a great many road races run, but in almost every case they are run with the sanction of the authorities, or in such remote places that they can do little or no harm.

We can imagine the feelings of the various clubs composing the Metropolitan Association of Cycling Clubs of New York, or the Associated Cycling Clubs of Chicago, should the edict go forth that the L. A. W. had at last taken a hand in road racing and had done it with a view to its suppression, and that their annual Decoration Day contests would be interfered with by L. A. W. officials. We have a very strong suspicion that we would see a very large part of the club membership of the League in open revolt. We would advise the National Assembly, as a matter of expediency not to attempt any such move. It would certainly antagonize the promoters of the big road races, which are not only held under sanction of the public authorities, but have the protection of the police of the cities in which they are held. The antagonism of such associations as those of New York and Chicago are not to be sneezed at. The membership represented by the Associated Cycling Clubs of Chicago is 50 per cent greater than that of the Illinois division of the L. A. W., the fourth largest division in the country.

To take another view of the case, the League recognizes track racing and caters to it. The delegates to the National Assembly, in voting on the question of striking a blow at road racing, should consider that most of the speed merchants of today are men who first showed their speed on the road. It is not necessary to cite examples. They are so numerous that every reader of these lines will be able to name them for himself. There are few riders of speed capabilities that realize that they possess such capabilities until they have had some practical demonstration of the fact. They are glad to go in a club or local road race for the sport of the thing, but they are not willing to make their debuts on a track before an exacting audience. There are scores who never materialize into flyers who try, and it is only by promoting such events as appeal to the novice element that the ranks of the really fast men are kept full.

Therefore, let road racing alone so long as the public tolerates it with anything like good grace.

## ENGLAND STICKS TO AMATEURISM.

Reports of the action of the council meeting of the N. C. U. bring the information that, contrary to all forecasts, the council decided to stick to the old plan of regulating bicycle racing, viz., the licensing of riders and adherence (?) to a strict amateur definition. Our correspondent attributes the

action of the council to the desire of the members of the council, or at least that portion that included the most of the would-be reformers, to visit the cycle show, and participate in the frivolities going on there, rather than to a lack of desire on the part of a majority of the delegates to see a change made that would lift English racing from the slough of despond into which it has fallen and wallowed for two seasons past. Accepting this as the true state of the case, we can hardly realize the condition of the minds of the men who attempt to govern racing in England when we think the matter over. A country, once at the very front in the sport of cycling, and now away back in the ruck, would seem to need the services of men who not only see the need of reformatory changes, but have interest enough in seeing such changes made as would make attendance at their council meetings a matter of foremost importance. Last season the interest in cycling in England was very far from as great as in either France or America. If it is the general desire of the cyclists of England at large to see other countries far outstripping her in the arena of cycling sport, well and good; but if, on the other hand—which must surely be the case—they desire to "keep up with the procession," then they should see to it that their delegates are men of the same ideas as themselves, and that they are men who care enough about the duties they owe to their constituencies to attend to those duties.

To English cyclists at large, and to English cycling men in particular, we extend our sincere sympathy.

## SIX DAY RACES.

Unlike road racing, long distance racing on the track can not accomplish any lasting good. Men participate in six-day races who are not fit for such trying ordeals—and we doubt if men are ever fit for them—and the result is a permanent injury to the men themselves, and to the sport. The average six-day race is as brutal an exhibition of physical suffering as is ever witnessed in the prize ring. For paltry purses men undermine their physiques and demoralize the best sport the world has ever known. Ashinger, old timer at the game that he is, was carried from the track after the conclusion of the last 144-hour race to a hospital, and there, bereft of his senses, continued to go through the motions of pedaling. The promoters of such affairs are blamable. If they must have long distance races let the time be limited to a few hours a day. The public, the riders, and the sport will be better off for it.

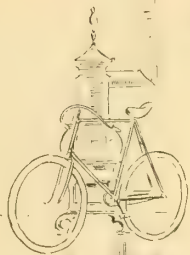
We should hardly expect it of British cyclists, but it is a fact, nevertheless, that they much more readily take up with all kinds of accessories to cycling than do their American brethren. The latest novelty offered is a folding toothbrush, which, it is asserted, is easily portable, and is protected from dirt.



THE RED ROCKS.

One of the pleasures of cycling near Denver. A party of Denver Wheel Club men among the picturesque rocks at Morrison, seventeen miles from their clubhouse.





THE NON-RIDER  
FOUND A NEW  
WHEEL



M. W. WARDROP  
DID NOT GET A  
CRAFTSMAN



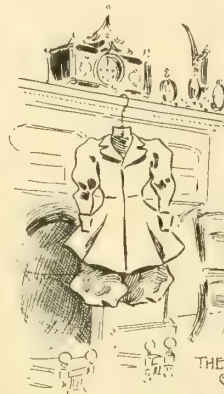
THE RIDER  
GOT A YEAR'S  
SUBSCRIPTION  
TO THE  
BEARINGS



THE  
MANUFACTURER  
GOT A BIG  
ORDER



# AFTER SANTA CLAUS VISIT



THE AMERICAN  
GIRL TREATED TO A  
PAIR OF BLOOMERS



CHICAGO  
GOT THE  
CYCLE SHOW



JOHNNY  
GOT ONE  
OF ZIMMY'S  
SHOES



MR. SPEEDWELL  
GOT A FAT SNAP  
FOR NEXT YEAR



MYRTLE HOPKINS  
KINDLY REMEMBERED



WALLIE  
GOT THE  
OTHER

h. j. k.



## CHRISTMAS AT THE HUB.

### Boston Riders Still Using Their Wheels—Sterling Elliott Not After the Presidency of the L. A. W.

BOSTON, MASS., Dec. 22.—Christmas is on us and the streets are full of busy shoppers carrying home all that their arms can hold. The weather has been fine during the last week and the snow which fell some days ago has all melted away and left the ground bare and fine for wheeling. I have seen at least fifty wheelmen skimming over the roads during the last week, all seemingly having a fine time. The Christmas celebrations at the clubs will not be very many this year. The Massachusetts Club will hold its regular Christmas tree with local hits on the members.

Mr. Elliott's name continues to be mentioned as one of the candidates for the office of president of the League. He has announced several times that he could not think of accepting the position and he still clings to that statement. He said the other day that he did not aspire to the presidency yet awhile. The chief-consulship of Massachusetts was all he wanted to wrestle with for awhile. Orders for "Helping Hand" signs are coming in in a very encouraging way, and there are already about 300 of them out. There are many orders to be filled in the spring just as soon as the riding season opens, and they are

#### The Best Advertisement that the L. A. W. Ever Had.

With that emblem on them, there is no mistaking under whose auspices they are made.

Mr. Elliott is considering the selection of his committee members with great care. They will be ready for announcement soon.

There have been rumors of a cycle show and indoor race meeting here for a week past, but they seem to be rumors and nothing more. Boston has looked on at New York and Philadelphia, and has not been particularly well pleased with the way things have gone there, and it is not at all likely that she will attempt the thing.

Boston feels confident of the meet for 1895, but that does not mean that she is not working for it. She is, in a quiet, strong way that is winning her many friends. News comes from Denver that 100 wheelmen from there have already banded together, and are now saving money, so much each week, to pay their expenses here and back. They will bring with them a cowboy band that is able to play the Indian war dance that so delighted the people out in Denver last August, and it is safe to say that they will be the star attraction of the Boston meet.

Waltham proposes to lay itself out on the subject of that meet. The Waltham River carnivals which are held annually on the Charles River are known the country over for their brilliancy and beauty. It is proposed to have an unusually fine one if the meet comes to Boston.

The following poem, which was read at the German entertainment of the Press club is too good to remain long hidden.

#### Scheutzenheiser und His Wheel.

*Fritz Schuetzenheiser, in his head, a notion got von day  
Dot he vos vorking schust too hard, und thought he'd have some blay;  
So down der street he chumped himself, und kvick as you can spiel  
He picked him out von bicycle, und chumped upon der wheel.*

*He rode dot wheel, und tumbled off, und bracticed nights und days;  
He proke der record breaking dings, und vell off efery vays;  
He run berambulators down, made vimmins yell "Distress,"  
Und den he choins der cycle club.—der fokes vots on der Bress.*

*He bought der dinky little wheel to vear upon his hat;  
He got der knickerbuckel bants, der sweater, und all dat;  
He vent on runs, und sbrinted kvick, shust like it vas for blood.  
Und he vas in dot century run vot got mixed up mit mud.*

*He turned up on der "Spring meet" day, und cut up quite a dash,  
He sashayed mit der Voodpridge Glub, und dried to make a mash.  
At Gottage City he vas dere, und all der chokes vas blayed,  
Der noise und all der deviltry, to Fritz's door vas laid.*

*He vore a padge at Valtham's drack der day der Bress Club won,  
Und ven ve blayed der Minstrel blay, you bet our Fritz vas on;  
He choined der Schlobby Veathers growd, und sailed vay down der pay,  
Und villed him up mit chowders, und scared der fish away.*

*Und ven der poys from Newburvhill und dose from Haverypport  
Gomes up to see der Bress Glub poys, und have a little shport,  
Fritz vas around dem all der vwhile, und wouldn't let dem lag,  
Dillefery mother's son out dem had caught up mit a jag.*

*But ven der vellers shtacked deir wheels, und vinter gomes around,  
Sadil, on his wheel, a-sbrinding, our Fritz vas to be found;  
He didn't mind der bolidies, he vould't blay der vhist,  
Und at der bowling gontests hes face vas always missed.*

*But oudt upon der boulevard, vid hardly dime for meal,  
Fritz could be seen a-humping und pedalling his wheel.  
On snow, or ice, or muddy roads, he rode der whole day long,  
Till all der poys begins to see dot Fritz vas somedings wrong.*

*Vell, den dey calls der doctor in, und told him out der case,  
Und dot old doctor only looked shust vonce in Fritz's face.  
He got him oudt his monkey-wrench, und foot poor Fritz to bed,  
Und den he tooks oudt all der wheels vot vas in Fritz's head.*—JAMES PYM.

Mr. E. W. Pope has at last affirmed the rumor that he was to resign from the treasurership of the Pope company. "Yes," he said the other day, "it is true. I shall retire from the position about January 1. Col. George Pope is my brother, and is the president of the Hartford Cycle Co. He will continue to hold that position, and will succeed me as treasurer of the Pope company. My reason for resigning is that I don't care to work so hard in the future as I have in the past. I do not need to, and I felt as

though I should like to have more time to myself. I have occupied this position of treasurer for nineteen years and have applied myself closely to the advancement of our business interests. I shall still interest myself in the business. I shall continue to be a member of the board of directors, shall be quite actively employed, and will visit Hartford weekly as heretofore. I do not care to reside in Hartford, preferring Boston. I thought now would be as good an opportunity as any, now that the change is being made and the office moved to Hartford. My resignation will be tendered at the board meeting to be held in January."

## SOLDIER BOYS WELL PROVIDED FOR.

SALT LAKE, UTAH, Dec. 20.—Work on the cycle track is steadily progressing and a force of men with fifteen teams will be kept on the grounds until the foundation is completed. Application will be made for a two days' meet on the national circuit next year.

The Signal Corps of the National Guard at Utah has been uniformed and is actively engaged in drilling in infantry tactics. The bicycle drill with the wheel will be taken up next month. The company now numbers twenty-three men, but this number will be increased to thirty. A full set of flags, torches, and heliograph instruments will be furnished in the near future, and the company will commence field practice in signalling.

James W. Neill and C. N. Butler, the new division officers, are taking hold of League affairs with a will, and are out after new members with a sharp stick. They propose to put out a number of "Helping Hands" throughout the division.

The cycle salesmen are still calling on the trade, but are all hustling eastward and arranging their plans to be at the Chicago show in January. H. J. Warner, of the Andrae Cycle Co., was in the city from Saturday until Monday with a sample line of Andraes, Crawfords, and sundries. From here he goes eastward to Leadville, Pueblo, and Denver.

Louis Bill, with the Cleavelands, and "Pop Field," with the Sterlings, will spend the holidays here, and will accompany Groshill and Emise to the show.

Spencer & Johnson is the name of a new firm who will handle the Czar in '95.

#### Pat and the Bicycle.

Pat Devlin had not been in this country very long, but he had already acquired a prosperous business as a contracting mason. He was a young and unmarried man, and although he made considerable money he was conservative about spending it. While at work he had watched the bicyclists go spinning past, and he envied them.

"Be the powers, Callahan, they bate the worruld!" he cried enthusiastically one day, "an' there'll be wan woild Oirishman straddlin' a newattic toir this avenin', shure, if he had the money to sphare."

"Why don't yez rent wan?" inquired Callahan.

"Can yez be afther rentin' thim?"

"Shure!"

"Oi'll have one ov 'em out this avenin' or me name's not Devlin!" cried Pat.

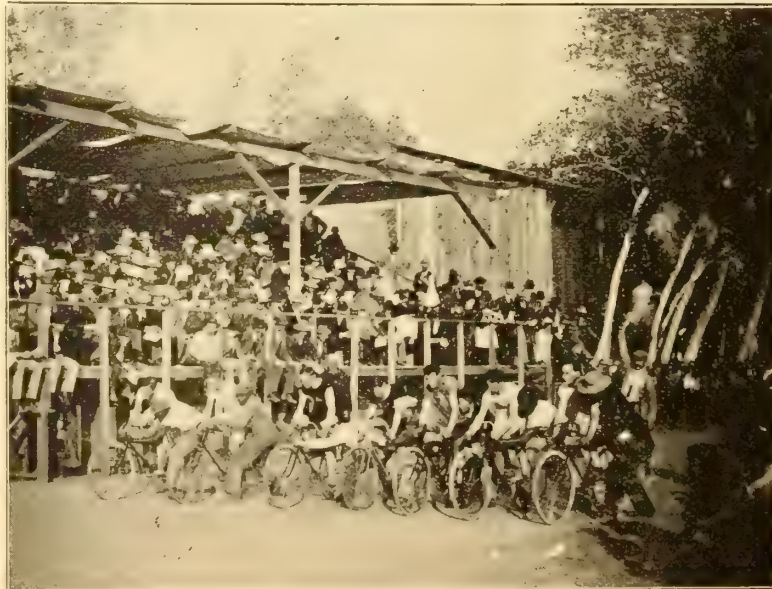
True to his vow Pat strode into a bicycle store early that evening and sought the head clerk.

"How do yez rent yer bicycles?" he inquired.

"Fifty cents the first hour and twenty-five cents the second," was the reply.

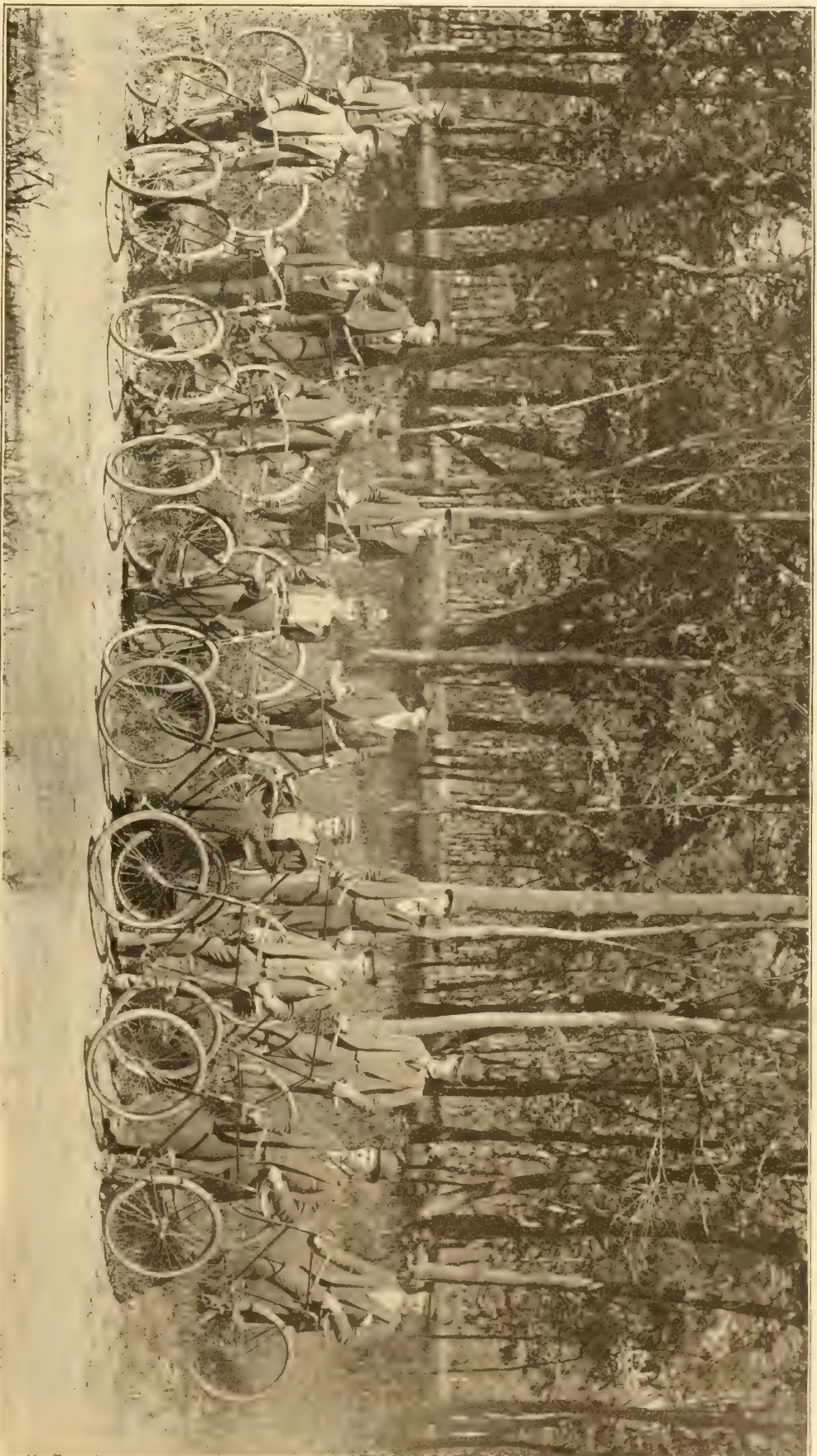
"Fifty cents fer the first hour and twenty-foive fer the second hour, is it?" Pat said quickly. "Then, me mon, give me wan fer the second hour!"

—Harper's Bazaar.



A typical western race meet—The mile open at Phoenix, Arizona.





The above half-tone was made from a photograph taken by T. F. Place, Waverley agent at Waterloo, Iowa. Waterloo is a town of about 6,000 inhabitants. This picture, taken only a few weeks after Mr. Place was appointed agent for the Waverley, is only another illustration of the fact that the Waverley is an easy seller.

There are many good towns where we are not yet represented, and a good business awaits the right man. Do not think because there is no cycle boom in your town that it will not pay you to try it. The advent of the Waverley creates a boom wherever it is introduced. Write to-day. Information is free.

INDIANA BICYCLE CO.,  
INDIANAPOLIS, INDIANA, U. S. A.



## AFTER THE MISTLETOE.

**Baltimore Riders Gather Their Annual Crop of the Traditional Vine—Splendid Riding Weather.**

BALTIMORE, MD., Dec. 23.—This city, bordering as it does both the north and the south, has a climate peculiarly adapted to the wild growth of the mistletoe, a vine around which clusters some of the prettiest traditions of Christmas time. Cyclers here were the first to unearth the fact that mistletoe in great abundance could be had for the searching of the shores of the rivers and creeks tributary to the Chesapeake Bay. In nearly every cycle club here twigs and bunches of mistletoe are artistically hung over pictures and pendent from chandeliers. These festive little tokens create much merriment at the Christmas dances which all the clubs give, for they prove poetical traps to the fair guests of the young cyclers. To be caught under the mistletoe on this holiday occasion brings the forfeit of a kiss from many a pair of ruby lips. As a matter of fact, the tribute is not claimed unless the young lady and her captor are known to be very well acquainted—that is, the osculation does not take place in public, but for how long the opportunity to demand the kiss holds good the book sayeth not.

To the Centaur club goes the credit for bringing the mistletoe into

on it, and the lightest and most agile skims up the rope rungs. He is armed with a big knife, and soon

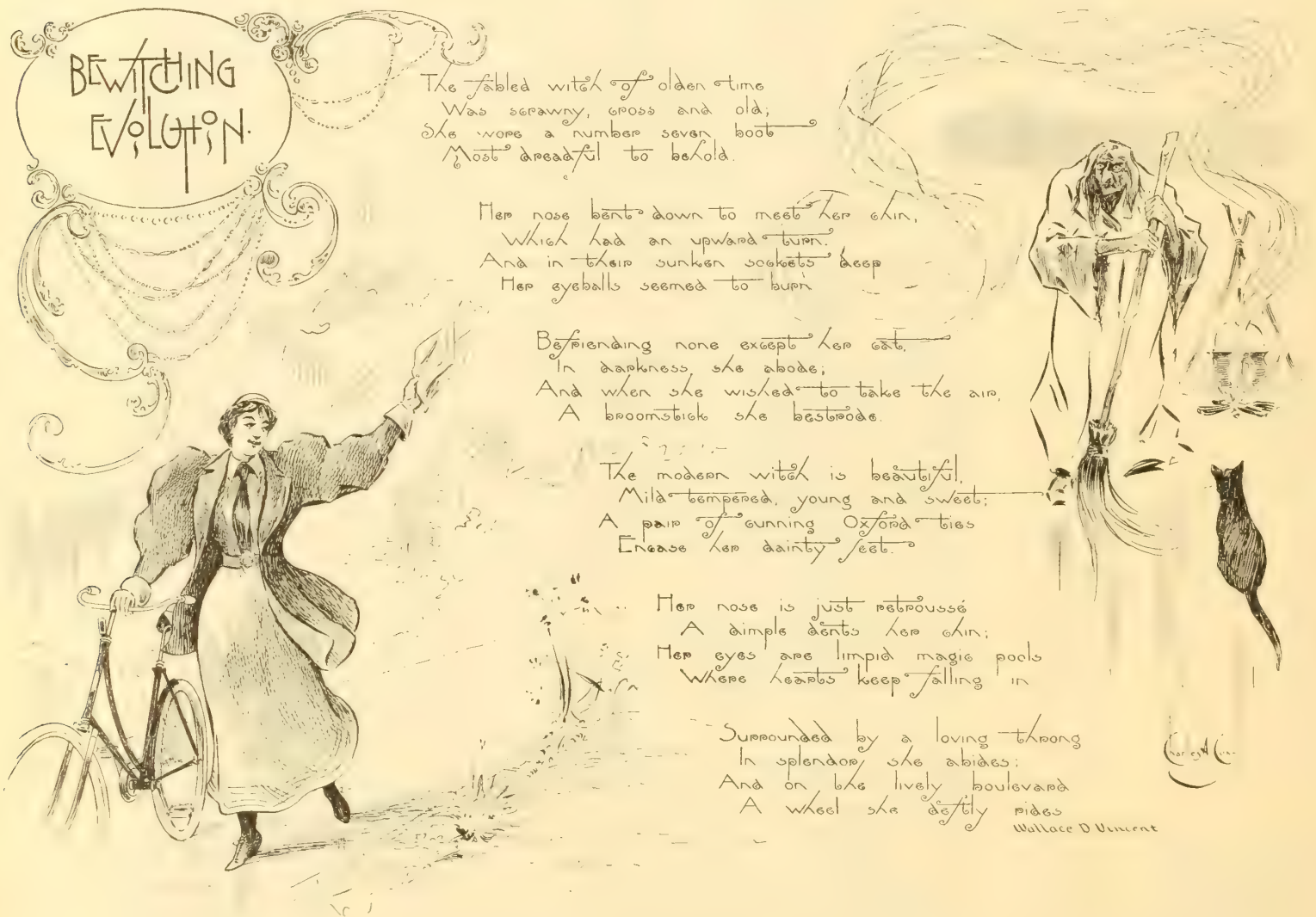
### The Pretty Vine Comes Raining Down.

Tree after tree is treated in this fashion until all in the party have their wheels gracefully festooned. Then dinner is had at a rendezvous previously appointed.

Other clubs have followed the pace of the Centaur club in this matter until, either as clubs or individuals, they never fail to scour the country for miles around with the hope of gathering in their quota of the precious plant.

Never in the entire history of local cycling has there been such splendid weather as has drawn the cyclers out of their winter's shell during the past ten days. All the conditions for cycling were perfect. The air has been of that delightful metallic crispness that makes scorchers of all; there has been no wind to interfere; the roads have been perfect and the sun shone in a way to cause enthusiasm to simmer through every nerve. The result of this is that never before were so many wheels used at this time of the year, while the record has been broken among the dealers for the sales of 1895 wheels—several centuries already having been made on these new mounts.

To return to mistletoe. Today beat all records for mistletoe runs.



favor as a distinctly wheeling Christmas badge. Yesterday that club took the greatest number of members for the year on

### Its Annual Mistletoe Run.

The Centaur club is situated in the eastern section of the city. From near its clubhouse splendid white shell roads branch off down to the shores of the creeks and the rivers—the homes of the mistletoe.

These beautiful boulevards form the natural hunting grounds of the members of the Centaur club. They became wedded to the smooth roads in the days of the ordinary and hard tire, when to get over the rough streets of the city was so great a task that their country rambles were practically confined to the section near their club. While they are among the hardiest riders of the state, yet their traditions demand that they spend most of their time on the shell roads.

Several years ago they discovered that mistletoe could be found in considerable quantities clinging from the upper branches of the black gum tree, which grows with great vigor here. To get the mistletoe was a task, as the first branches of the tree were very much too high up to be reached in the ordinary way. Capt. Louis Green, of the Century and Centaur clubs, solved the problem by constructing a slender but strong rope ladder. This is thrown, lasso fashion, over the lowest limb; one of the boys holds taut

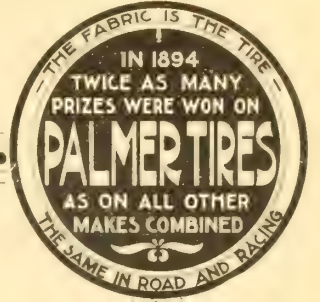
While the Centaur Club was the only one which had so denominated its run, yet about every wheel that went whizzing along the country roads had a pair of eyes peering over its handle-bars eagerly scanning the tree trunks for the much-sought-for plant.

Last night the lady friends of the Centaur Club gathered at their East Pratt Street clubhouse and trimmed a monster Christmas tree which the club members had brought in during the afternoon. Last year this club tried the novel method of going into the country and cutting a tree themselves. They swung it on a tandem and started to town with the load. Then the chain of the tandem broke, and they got stuck in the mud. They kept gamely to the task and brought their quarry home. But they'll never do so again.

### Signs of Fast Riding.

A large crowd has thronged the sidewalk in front of the John P. Lovell Arms Co.'s store, 147 Washington Street, Boston, Mass., looking at and admiring the prizes won by the Lovell team at the Madison Square Garden races. The prizes are costly and elegant, and among the best offered. They were won by Nat Butler and E. A. McDuffee, of the Lovell team, and Tom Butler, of Cambridgeport.





•• TWICE AS GOOD AS OTHER TIRES ••

# WORLD'S RECORDS

STRAIGHTAWAY MILE,

PACED, **1:35** FLAT.

UNPACED, **1:52<sup>3</sup>/<sub>5</sub>**

EDWARD F. LEONERT on a Globe bicycle with PALMER TIRES.

MADISON SQUARE GARDEN,

**72<sup>8</sup>/<sub>10</sub>** PER CENT.

Of Class A and B prizes, or 59 of a possible 81.

AND 4  
**WORLD'S** { 1 mile, Nat Butler.....2:20  
3 miles, Nat Butler.....7:28<sup>1</sup>/<sub>2</sub>  
5 miles, E. A. McDuffee.....12:39<sup>1</sup>/<sub>2</sub>  
25 miles, Wm. Martin.....1:08:31 } **RECORDS.**  
INDOOR.

AT THE PHILADELPHIA CLASS A RACES WE GOT  
**11** PRIZES OUT OF **16** AND BROKE **6** RECORDS.

1/2-mile record, flying start, made by Barbeau .....1:05<sup>1</sup>/<sub>2</sub>  
1/2-mile competition, " .....2:07  
1-mile " " .....2:14<sup>3</sup>/<sub>4</sub>  
3-miles, made by Roome.....7:28 flat  
4 miles, " .....  
5-miles, " .....12:17<sup>2</sup>/<sub>5</sub>

The first three records were made by W. A. Barbeau, and the three last by Roome; and were made on an 18-lap track to the mile.

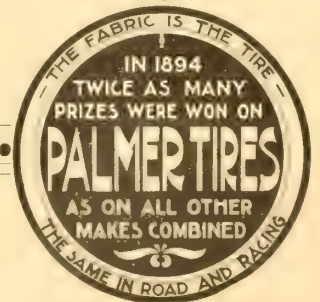
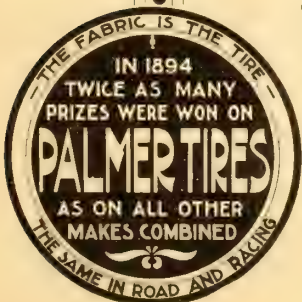
## PALMER PNEUMATIC TIRE CO.

For prices and information address:  
Selling Agents,

THE COLUMBIA RUBBER WORKS CO.  
65 Reade Street, New York,  
and 159 Lake Street, Chicago.

46-48 Van Buren St.,  
CHICAGO.

•• TWICE AS GOOD AS OTHER TIRES ••





## CHRISTMAS FUN AT CLEVELAND.

**Members of the Cleveland Wheel Club Have Much Fun With Their Christmas Tree—After a Cycle Path.**

CLEVELAND, OHIO, Dec. 24.—The Cleveland Wheel Club will have a Christmas tree Tuesday night in the ball-room at the clubhouse and if the club wins the football game with the Lakesides in the morning, all house rules will be suspended and a general "hurrah" will ensue. Gifts for the tree are each limited to 10 cents in value. Admission to the hall will be one book for the library, and without the book no member can get into the hall upon that evening. There will be some fast time—on the home trainer—on that night sure. A few of the old members still have pleasant recollections of a tree the club had about three years ago and are anxious to again enjoy the fun. It was just after the club had gone into pleasant quarters in the Case block, the first by the way, and the house committee announced that there would be a Christmas tree and that the "Cleveland Lady Cyclists" (now defunct, more's the pity!) would join them in the entertainment. The 23d had arrived and as yet no tree large enough to suit the committee had been secured. On this evening a number of the boys were about to go up to the rooms and in coming around the corner of the block one of them exclaimed, "There's the tree for us now, boys!" And sure enough there was one that would fill the bill, right in front of "quarters" and for sale. They were about to open negotiations with its owner when something unforeseen occurred. James Josephi, (many of you know him), had just become a member of the club and was

### Anxious to Distinguish Himself.

"Boys," he exclaimed, "do you want that tree?" "Indeed we do," was the answer. "Well, you all go up into the clubrooms and I will get it for you." "But—" someone began. "No buts about it," said Jimmy, "you go up and I'll get the tree." So up they went and awaited developments. They hadn't long to wait, for soon Jimmy came in dragging the tree after him, and it was all he could do to get it into the hallway. Willing hands soon got it under cover, however, and then they all wanted to know how he got it, as no one for a minute suspected him of buying it. "Well, you see," said he, "I kind of thought that man with the trees looked thirsty and would soon be going after a drink. I was not far off in my surmises, as he soon started across the street and disappeared into a saloon. Then I went up and asked the price of the particular tree we wanted. No one answered, and so I just took it."

Well, we trimmed that tree up to the queen's taste and the ladies helped us. What a time we had the next night buying presents and jewing down the clerks so as not to go over the limit. Christmas night came and the scheme was a big success; there were actually bushels of presents that there was not room for on the tree, and they were stacked in a corner. The chairman of the house committee acted as Santa Claus and every lady and gentleman, as his or her name was called (when it appeared upon a package), was obliged to walk up to the tree and receive it, or else not get it at all. And every package was opened and its contents exposed to view before it was delivered. The fun was "fast and furious" and did not abate until late in the evening. But the best part still remains untold.

### The Tree and its Tinsel

was given to a church the following day, and it was used for a Sunday school entertainment the next night. The boys said this finale took off the curse and possibly it did. Who knows?

Mr. Grossman, of the *Amusement Gazette* informs the writer that he has received quite a number of orders for the Christmas number of his paper from Chicago and other western points and they say "saw it in THE BEARINGS."

The cycle path committee from the various clubs in the city visited the park commissioners at their regular meeting last week, and submitted their plans for a cinder path in the new boulevard. The Commissioners seem almost unanimously disposed in favor of the scheme, and the committee feel greatly encouraged in their efforts. The engineer has been given orders to draw plans and estimate the additional cost. The committee asked for a path at least six feet in width if built on both sides of the roadway, or twelve feet if only on one side. The commissioners favored the single path scheme as entailing less expense, not only for building, but as requiring the purchase of less additional land for the purpose. Representatives from six clubs are on the committee: the C. W. C., the Lakesides, the Rover Wheel Club, the Wade Park Cyclers, the Cadillac Cycling Club, and the Forest City Cycling Club.

## BIRMINGHAM PROGRESSING.

BIRMINGHAM, ALA., Dec. 20.—Birmingham is the liveliest cycling town south of Louisville. There are wheels and wheels and no matter in what direction one looks he is bound to see bicycles. The telegraph messenger boys are all mounted on steel steeds, and if the joke writers could see them scurrying around the streets they would pigeon-hole the messenger boy joke. During elections the returns from the surrounding towns are always brought in by wheelmen. Everyone rides, about one-fifth of the 40,000 inhabitants of the city being cyclists, while the remaining four-fifths are nearly all "going to get on pretty soon."

During the past season Birmingham boasted of a fine cycle club called the Birmingham Cycling Club, but this fall it was disbanded by mutual consent. The older members reorganized under the old name, while the

younger element formed the Birmingham Wheelmen. Each club has about fifty members. The latter organization is now located in the old club rooms, which have been remodeled and decorated. The members are negotiating for a one-third mile track at Lake View park, one mile east of the city. The Wheelmen's racing team next year will be formed by C. F. Bridewell, J. P. Fleck, George E. Quinn, and W. H. Pickens. The officers of the club are: C. F. Bridewell, president; W. H. Pickens, vice-president and J. P. Fleck secretary, treasurer, and captain.

The other club, the Birmingham Cycling Club, has not yet located, but is negotiating for a fine clubhouse. Its officers are: President, A. McCloud; vice-president, E. Warren, Jr.; secretary, S. A. Edwards; treasurer, W. Wisner; captain, J. A. Snider; first lieutenant, D. A. Hastings; second lieutenant, F. H. Koretke. Warren, the vice-president, is said to be the fastest man in the state.

All of the leading wheels are represented here. During the past season the Birmingham Arms Co. sold about eighty wheels. They handled the Columbia, Rambler, and Western Wheel Works machines. In '95 they will carry Columbias, Spaldings and Crawfords. They expect to sell about 250 wheels.

In connection with their large hardware store Moore & Hanley handle Keatings, Waverleys, Clevelands and Falcons. They will carry the same line next year. They sold ninety wheels this season.

The Loosley Cycle Co. have the largest repair shop in Birmingham and do a great deal of work for other dealers. They make the Birmingham Scorchers, a wheel built on graceful lines, ranging in weight from sixteen to thirty pounds. They built about twenty scorchers in '94 and expect to turn out a larger number the coming year.

Besides doing a large tobacco business J. A. Snider sold ten Victors, fifteen Ben Hurs and five Syracuse wheels this year. Owing to the size of his tobacco business he will abandon bicycles next year.

The Iron City Cycle Co. handled the Phoenix, Hartford and their own wheel, the Iron City. In 1895 they will push their wheel exclusively. Renting and repairing are their specialties.

## TWENTY MILES AN HOUR.

SYRACUSE, N. Y., Dec. 23.—With the thermometer at ten degrees above zero and the roads about this county as smooth and hard as an asphalt pavement, a dozen wheelmen of this city today took a spin of twenty miles that has not been equalled since cycling first took hold here. Among them were Capt. C. Edward Weed, of the Century Cycling Club, and Harry M. Wells, on a Stearns' tandem that was used to assist Johnson S. Johnson in his trials of speed. The wheel was geared to 86 and the fast riders covered the twenty miles within the hour. Edward H. Wilcox and Jesse B. Eccleston also tandemed it, while John H. Gardner and A. T. Haynes clung on behind with single mounts. This is the record for fast riding on a cold day.

Information comes to THE BEARINGS' correspondent from a reliable source in the metropolis that, despite all arguments to the contrary, A. A. Zimmerman has practically retired from the path. This brings up a good story about the champion. When Zimmy was in Syracuse four years ago and electrified the local audience by his marvelous power on the high wheel, he had a funny incident connected with his visit that has never been told. With friends he was taken around town, and an object that excited his admiration was a bronze ornament of peculiar design. Zimmerman purloined it and hid the thing in an old sprinkling cart. A couple of hours later, as the shadows of night were giving away to the approach of dawn, the champion began to look up the ornament. The sprinkling cart had vanished. About two blocks away it was being rapidly driven away. Without hesitating the crack rider started off in pursuit and chased the wagon for fully a half mile when he startled the sleepy driver by drawing his prize from under the seat and scooting off again without so much as a word. Bill Johnson, Fred J. Carroll, H. W. Chapin, Ed MacDougall, and C. A. Benjamin were of the party and often delight in recounting that incident. Ask Zimmy if he does not remember it.

E. C. Stearns & Co., of this city, deny the statements that have been made to the effect that Johnson is to turn professional. Johnson has signed a contract for the season of '95 which specifies that he shall ride in Class B, and also go for whatever records are in sight. He now holds the world's best marks from a quarter of a mile up to five miles, and is the first rider in the world to ride two miles under four minutes. Stearns will leave the straightaway records for the Callahan brothers to handle, while Johnson prepares himself for the skating championships.

### Mrs. Kelly's Double Century.

The riding of a double century in 17½ hours is a splendid performance for a man, but when this feat is accomplished by a woman, it is truly wonderful. October 17 Mrs. J. Kelly, who, by the way, wears eighteen century bars, rode 200 miles on the road in 17½ hours, for which performance she has just received a handsome medal from the Gormully & Jeffery Mfg. Co. "for meritorious work on a Rambler." Mrs. Kelly's record is a wonderful one for a woman, she having ridden twenty-one centuries since May 23, 1894, the last one being ridden as late as December 16. She hopes to cover 3,000 miles on century runs before January 1. This, of course, does not include her regular every-day riding. This double century, we think, is the first on record negotiated by a woman. During these long runs she has ridden a diamond frame Rambler.



## MOVED TO HARTFORD.

**The Pope Manufacturing Company Changes Its Offices From Boston to Hartford.**

We have now arranged to move our offices from Boston to Hartford at the close of business December 27. Please take notice that we should receive at Hartford all correspondence which is to reach us on and after December 28. It is very important that this should be closely observed, in order that the change of our arrangements may take place with the least possible disturbance and delay in the routine of our business, and in our attention to such details of it as affect you.

We shall have a Western Union telegraph office in our building there, and it will be a matter of convenience and a saving of time to use this line for your dispatches. We do not wish to discriminate against any other line, but of course it has been out of the question to have more than one office connection.

We shall begin shipping out our '95 machines in January, and our arrangements are made for turning them out so rapidly that we feel confident of being able to take care of all requirements for that month, although they are already far in excess of anything we have ever had before.

We have not been ready to put '95 machines on the market in '94 as some other manufacturers are doing, for the reason that we have been unwilling to bring out anything except the most advanced and up-to-date line that has ever yet been seen, instead of practically reproducing our '94 line, as will be found the case with most of the machines which have been brought out early.

Our line is new throughout in design and construction. We have wanted to put in every new feature that could be desired, and we have made changes late in the fall which have delayed us somewhat, but will satisfy you entirely of the absolute and radical advance of '95 Columbias over anything else on the market. Every agent who has seen the models at the factory has been most enthusiastic over them, and the only difference that our delay in putting them on the market can make will be to excite an additional zeal and energy in selling a line of bicycles which are so much better than any others that will be on the market.

We have reason to look forward to a very much larger business in '95 than we have ever done before. We extend to you our heartiest wishes for a successful year to come.

### Repairing Single Tubes Is Easy.

To make even easier the simple and effective method of repairing their single tube tires, the Hartford Rubber Works Co. have completed an extremely convenient case containing special tools and patches and everything needful to make any kind of repair to tires of the single-tube pattern. The case can readily be carried in the pocket, or it will take up but little room in the tool-bag. Its weight is but four ounces. It sells for 50 cents, and can be had through any cycle dealer. The case should be carried by every user of single-tube tires.

### The Columbia Pad Calendar.

The tenth general issue of the popular Columbia Desk Calendar is even handsomer and more interesting than its predecessors, containing many happy illustrations and wise and witty observations from prominent wheelmen and literary men all over the country. The calendar can be obtained from any Columbia agent, or it will be sent postpaid by addressing the Calendar department of the Pope Mfg. Co., Hartford, Conn. Price, 10 cents.

If any purchaser of a bicycle can be satisfied with a bicycle other than the Peerless Columbia—\$100—then he should not pay more than \$80, the price of the Hartford bicycle, which is the next best machine.

### Pneumatic Tires for Carriages.

C. N. Britton, president of the Carriage Builders' National Association, does not think that pneumatic tires are suitable for use on carriages. In an interview in the *India Rubber World*, he says:

"Pneumatic tires are, first of all, unsightly. Our efforts are constantly aimed in the direction of producing carriages artistic in effect, which affords

one reason for satisfaction on the part of the owner of a carriage. Much of this would be lost in a carriage having three-inch rubber pipes around the wheels. Again, pneumatic-tired carriages are apt to have a swinging or lateral motion, which is unpleasant on a long drive and apt to make one seasick. As for the durability of pneumatic tires, due to recent attempts to protect them against puncture, I have not given them enough attention to be able to express an opinion. Very many of these tires are likely to be made, however. While the demand for rubber tires is new, and still in the nature of a 'fad' or 'craze' in some places, no doubt many tires, both solid and pneumatic, will be bought and used where they are unsuited, but it does not seem to me likely that the trade which our firm represent will want pneumatic tires."

### Would Keep Even With the Old Woman.

"Mandy," said Farmer Cornstossel, "do you ever expect ter ride a bicycle?"

"Certainly not, Josiar."

"Well, I wanted to say that ef you git into bloomers I'm goin' to ride the ole mare to market in a divided skirt. I'm goin' ter keep even, Mandy, sure's ye live."—*Exchange*.

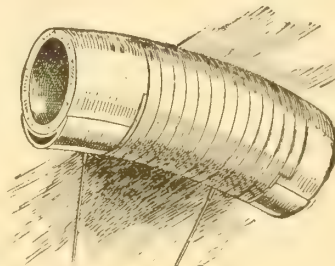
# HOW TO REPAIR OUR Single-Tube Tires

Could Anything Be Simpler?

"A rider gets home on Single-Tube Tires."

## A Temporary Repair

is easily made upon Single-Tube Tires. A piece of tire tape does the work, or even a bit of chewing gum tied on with a handkerchief. This fact of simple temporary repair is invaluable when you are miles away on the road and your repair kit is at home.

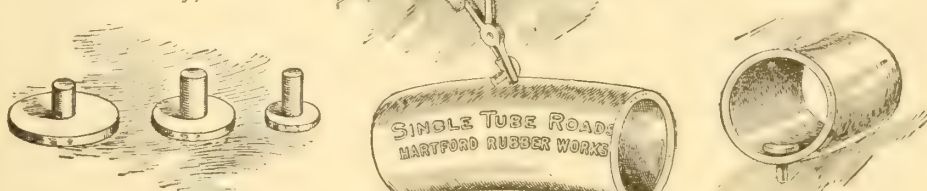


## Permanent Repairs of any ordinary

puncture can be made in a minute or two, by means of the simple and effective repair outfit we furnish, without trouble and **without removing the tire from the rim**. The puncture is enlarged by means of the pliers or a hot wire, one of the simple patch plugs covered with cement is pushed through the hole, and the tire is immediately inflated. That is all. When the cement is dry, cut off the



plug even with the surface of the tire. Cuts and the like can be repaired easily in the same way. Single-tube tires cannot explode.



A leaflet giving detailed instructions for the repair of Single-tube tires will be sent on request.

## Why Bother with Removable Covers

when our Single-tube tires have demonstrated this superiority to all others in simplicity, ease of repair, resiliency and speed? We can fill your orders at prices that will be satisfactory. Riders everywhere are demanding Single-tube tires made as we make them.

## HARTFORD RUBBER WORKS CO.,

ROGER B. McMULLEN & CO.,  
General Selling Agents,  
139 LAKE ST., CHICAGO,  
309 BROADWAY, N. Y.

HARTFORD,

CONN.

Mention The Bearings.



## ENGLAND'S RACING SCHEME SHELVED.

The Necessary Two-Thirds Majority Failed to Materialize and the Scheme Does Not Become a Law.

LONDON, Dec. 15.—The meeting of the council of the N. C. U. held at Sheffield last week resulted very disappointingly. Although both the new racing scheme, providing for two classes of amateurs, and the rules against road racing secured the approval of a majority of the delegates present, the necessary proportion of two-thirds in favor, essential to the measure becoming law, was not forthcoming, so that for at least six months the labors of the two sub-committees have been in vain. The Union has not yet secured a new president in place of the deceased Viscount Albemarle, but there is every hope of their doing so very shortly. The gentleman in view is an ex-cabinet minister and member of the House of Commons whose devotion to cycling is only equalled by his fondness for golf. He has been absent from London for some months, but has just returned.

During the recent show a meeting of the board of the International Cyclists' Association was held, at which it was decided to intrust the holding of next year's championships to the Deutscher Radfahrer Board of Germany. The meeting will take place at Cologne.

### Professionalism Will be Recognized.

and "open" world's championships held in addition to the amateur events.

At a meeting of the Amateur Athletic Association, held last Saturday, it was decided to refer the question of C. C. Fontaine's amateur status to the National Cyclists' Union for final decision. In the meantime, if rumors may be believed, Fontaine will probably be heard of as a professional.

We are now in the midst of the festivity season and last week's end no less than six London clubs were holding dinners—the North Road, Surrey, Unity, Clarence, Brixton Ramblers, and Bath Road clubs. The press dinner held at the end of the Stanley Show was a very quiet affair this year, no one apparently having the leisure or energy to properly organize it. The chair was occupied by Mr. Septimus Smith, the ever-genial *doyen* of cycling canvassers, who represents the *Cyclist*, *Bicycling News*, *La Bicyclette*, and other journals.

Lady Dudley is the latest accession to the ranks of fashionable cyclists. The Mowbray House Cycling Association is prospering well and numbers eighty-seven members. It has just affiliated to the N. C. U. and will be represented by Miss Vance, a debater of no mean caliber, whose riding weight is fourteen stone. The Lady Cyclists' Association now boasts 187 members and is about to hold a couple of Cinderella dances. Both bodies hope great things for next season and are in a very active condition.

McQuone is the name of the inventor of

### A New Track Surface

which is attracting a good deal of attention. Its appearance is of a salmon pink color, and it is of a bricky porous character. It does not contain any cement, and is said to be impervious to heat, cold and rain. The new North London track at Wood Green is to be laid with this surface. With respect to this ground, in the centre of which football is to be played, I hear a patent method of warming the ground by means of steam pipes is to be employed. The steam will be carried through the ordinary drainage pipes and it is claimed that the surface will never freeze.

H. T. Woollen, a patient investigator of the merits and advantages of various tires, has been making a series of experiments with all kinds of tires to find the degree of hardness in pumping which yields the best results in resilience. He has discovered that a tire is most resilient when pumped to a pressure of between twenty-seven and twenty-eight pounds to the square inch. Under and over that pressure the tire depreciates in resilience, and continues to decrease in proportion as it gets farther away from that pressure. For instance, with twenty pounds we get 80 per cent resiliency; with twenty-five pounds, 85 per cent; with 27½ pounds, 90 per cent; with thirty pounds 65 per cent, and so on. Moreover at the 27½ pound pressure the tire is more comfortable to ride upon a bumpy road; whereas a harder pumped tire is most uncomfortable to ride. Mr. Woollen's experiments furnish a useful guide in pumping tires where a gauge is fitted.

C. W. HARTUNG.

## SKATING THE FAD IN SPRINGFIELD.

SPRINGFIELD, MASS., Dec. 25.—Wheelmen have been anticipating some grand sport Christmas, but all they get is skating. There is no snow, and has been none so far this winter to permit tobogganing, as was planned. Skating is good, however, and all the week it has been a familiar sight to see wheelmen gliding rapidly through the streets with their skates over their shoulders. But sleigh riding and coasting have been out of the question.

"Pinkey" Bliss has been in town on a brief visit, and was royally welcomed by his hosts of friends. The stay was not a long one, merely of sufficient length to say "good morrow" to his friends and pass on.

George Dickey, a Northampton individual, stole a bicycle from Milo C. Burt, of that city. He took the wheel from Mr. Burt's piazza, March 29. After passing through several hands it was found by the sheriff, who traced the theft to Dickey. That enterprising gentleman was even then in jail for stealing and selling a cow, and thought his case couldn't be much worse. Consequently he confessed, and will suffer the consequences in addition to expiating his other crime.

Albert W. Olmstead, well-known in the cycling world of Springfield

was quietly married last week, and none of his friends knew it until the announcement was published. Mr. and Mrs. Olmstead will live in the city.

William M. Haradon, son of Charles R. Haradon, the well-known bicycle dealer, was married to Miss Elizabeth R. Lonigan last Friday. Only the immediate friends were present. Mr. and Mrs. Haradon will live in this city. All the wheelmen are congratulating the couple.

State highway work is suspended for the season, and plans are now being made for next year. At Shelburne, Dr. J. C. Perry gave the workmen and a few friends a turkey spread when work closed. The supper was promised if the road was completed to Dr. Perry's house this fall. D. W. Temple, another enthusiast, will entertain the workmen July 4, if the road is completed to his house by that date. As educators, the pieces of roads now finished are doing good service. Next year greater extensions will be demanded by the people, and the \$1,000,000 asked for by the commission will be needed.

## THE FALCON TEAM'S MASCOT.

In these days of various amusements and pastimes, we rarely think of that most ancient sport of all—falconry. The date and place of its introduction is shrouded in obscurity, but it antedates the mummies in Egypt, was known to have flourished in China earlier than 600 B. C., and was introduced into Europe before the Christian era. Its introduction into England occurred about the ninth century, and it was for 800 years the leading sport of Great Britain, France, and many other countries. It is difficult for us to realize what an important feature of life this sport was, unless we search the ancient laws and find a record of the heavy fine and imprisonment imposed for destroying the egg of the falcon, hawks, or the more ordinary birds of prey. The use of these birds by people of different caste was also regulated by law, and the king alone was

allowed the use of the gyr falcon, an earl the peregrine, a yeoman the goshawk, a priest the sparrowhawk, etc. Kings had hundreds of birds in training, and the master of the hawks in England, as well as the corresponding office of grand falconer in France, had but three superiors in precedence at court, and were men of almost unlimited political power. Hundreds of varieties of birds were used, but

### To The Falcon Belonged the Place of Honor,

and of the fifty species of true falconiae, the gyr falcon is the leading bird. Its home is in Scandinavia, but the young often emigrate to Holland and Germany.

Its color is a dark bluish ash, almost black on the head, shading lighter toward the tail. It nests in January, builds its home on bare edges of rocks and exposed tree-tops,

and is a hardy bird. It has gained a name for laziness, for it is such a sure hunter that only when desirous of food will it search for game. The legs are short and strong, and it uses its feet in killing prey, rarely using its beak until its victim is dead. It is a swift flyer, its speed being almost 200 miles an hour. In pursuit of food it rises spirally to an enormous height and hurls itself arrow-like upon its prey.

The description of falconry would be endless, and the terms so technical that a glossary would be needed for its comprehension. The training was done by handling, with much use of the voice, and the birds were kept constantly hooded until set free to pursue the quarry.

Jesses—small straps of leather—were kept around its legs, and it was held upon the wrist of its master. When fully trained it was left entirely at liberty during the day and given enough food to satisfy its hunger.

### The Falcons of the Royal Household

were each taught the pursuit of different kinds of game; one for hares and rabbits, one for grouse and partridges, and for heron and waterfowl. The most difficult prey was the kite, and it was called "royal game," as only the surest and swiftest gyr falcon could catch it.

One's imagination must have leeway to see flying across the fair fields of old England, not the pink coats, baying dogs, "tailor-made" women, and closely cropped horses of today, but a motley company in laces, satins, and jewels, with floating features and gayly housed steeds with the falconer, brightly uniformed in degree of rank, with pages in blue and jesters in bells, all mad over the conquest of the small bird.

The only gyr falcon in America is the property of the Yost Mfg. Co. This bird has been brought by them from Berlin, and is a fully trained gyr falcon of the old school. A practical knowledge of falconry may be seen through it, as they will give exhibitions of its skill on the circuit next year where it will be the mascot of the Falcon team.

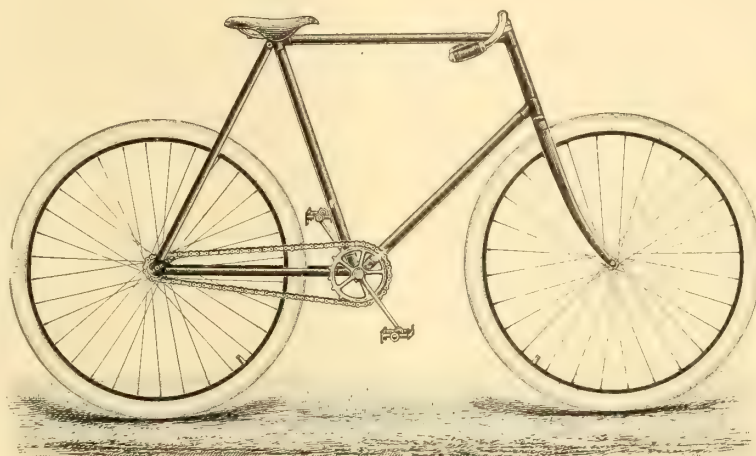
The increase in the number of cycling papers in Great Britain, has resulted in the falling off of patronage in the cases of a number of the leaders.





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Narrow Tread, 4 7-8 in.; Adjustable Handle  
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WRITE FOR HANDSOMEST  
CATALOGUE OF THE YEAR...

YRACUSE, N. Y.

Spaces 65 and 66 Chicago Cycle Show.



## ABBOT BASSETT'S CHRISTMAS.

**He Returns to Boston, Like the Prodigal Son—Sterling Elliott Prepares a Surprise for the Secretary.**

BOSTON, MASS., Dec. 25.—There was a Christmas celebration last night at the home of Chief Consul Sterling Elliott, at Newton, which was for the especial benefit of Abbot Bassett. It was a "daisy," and it simply paralyzed the good Abbot.

It seems that it has been the custom for many years for the two households to have their celebration together Christmas eve. This year was no exception. The plan which matured has been sizzling in the brain of Mr. Elliott for some weeks, and it entailed a lot of work and preparation. The inventive genius of the chief consul was called into play, and his wife was in the secret. With one other exception, no one of the eighteen people present at the celebration knew anything about it.

When the folding doors leading into the drawing-room were opened, there stood a Christmas tree in all its glory, and behind an altar, the Rev. Sterling Elliott, arrayed in vestments, and with a big bible before him. On the wall was a framed water color sketch of the Abbot, with "Welcome Home" on it. Standing under the tree was a pair of Chicago shoes exactly one yard long. The Abbot was ushered to them and made to stand in them. After the company had ranged themselves along the walls

**The Abbot Was Led up to the Altar,**

and the Rev. Mr. Elliott read from the book in a solemn, gruesome voice, as follows:

"Behold in a certain town over against Massachusetts there lived in harmonious accord two families, who anon upon each other were wont to feed. Acting under commands from the Omnipotent, the head of one of these families gathered together a portion of his worldly plunder, and betook himself a long journey into a far country. And when he was come unto the strange place, he marvelled greatly thereof, saying:

"Behold this is indeed a wonderful city," and straightway he opened communication between himself and the land of his birth, and expressed in no mild terms his approbation of the newly discovered country, saying, after the manner of his time, 'Behold, this is hot stuff, and my native land is not in it.'

"But when he had wasted his substance with riotous living, there arose within him a mighty homesickness; and even to the exclusion of his usual contents.

"And when he came to himself he said, 'How many hired servants in Massachusetts have fresh air, and I perish with coal smoke.' And he fain would have filled his pockets with the doughnuts of his youth; but no man gave unto him.

"And he said, 'I will arise, and go to my family.'

"And he gathered together such of his apparel as was needful, and journeyed eagerly back to the land of Christmas trees and human sympathy.

"And when he was yet a great way off, his old-time friends saw him and had compassion, and ran and fell on his neck and kissed him. And he said unto his neighbor, 'Elliott, I have sinned against heaven, the L. A. W., and in thy sight, and am no longer worthy to be called editor of *The Bulletin*.'

"But Elliott said unto his wife, 'Bring forth the best robe and put it on him, and put a ring on his hand and a crown on his head. And bring hither the fatted calf, that we may eat and make merry.'"

They put a big brass ring on his hand, literally slipping it over the fingers and on to the wrist. A crown of gilded paper was placed on his head, and a robe thrown over his portly shoulders. And last, but by no means least, they led in a fatted calf on wheels; the result of Mr. Elliott's handiwork, as natural as life.

And then they turned the lights all out, while the Abbot was wondering what was coming next. He found out when a photographer, who had been concealed behind the folding doors, sprang his flash light and took a picture of it all.

And the Abbot says that "it was the best Christmas that he ever had."

## 'FRISCO AFTER THE STARS.

SAN FRANCISCO, CAL., Dec. 17.—A plan is now under way by which it is hoped to inaugurate a great bicycle tournament in this city in the early part of next year. Robert Irving, who was very prominent in the management of the recent very successful horse show held in this city, is the prime factor in the movement. Mr. Searle hopes to have a tournament that will eclipse the recent Madison Square show affair.

"Money will be no object with us in the way of offering such inducements as will bring to San Francisco the cream of the racing talent of this country and Europe," said Mr. Irving yesterday. "These inducements will be held out to amateurs and professionals alike. I have already been in communication with Zimmerman, and he will undoubtedly be here to give exhibitions. Bald, Tyler, Bliss, Dirnberger, and many others in the first rank are almost certain entries. We will also try to secure John S. Johnson. We propose to offer \$500 for every world's record established, to say nothing of the regular prizes for the winners of races, and other clever performances. The Mechanic's Pavilion has been secured, and it is intended to place therein a double track in every way superior to the one recently raced on in New York. The tournament will probably last for six days and will include inter-club contests, short and long distance races for both amateurs and professionals, relay races, club drills, novelty and obstacle races,

and, in fact, everything that can be thought of in that line. We will have ladies' races, and special prizes will be offered for the best costume worn by ladies. There will be a series of races for the different bicycle manufacturing houses, and as every one knows there is great rivalry between the different makers, and the races between their representative teams will be very interesting, besides bringing together the best men in the country. You can look for a great show—the greatest, in fact, San Francisco has ever witnessed, and we expect that the 5,000 wheelmen in San Francisco will turn out almost bodily, and thereby assure the venture success.

## BANKER RETURNS HOME.

NEW YORK, Dec. 24.—George A. Banker arrived on the "Lucania" last Saturday, from Europe, whither he had gone with Zimmerman last April. When Banker left America he was an amateur, and said he intended remaining so until he could see his way clear to join the ranks of the pros, not only from a financial standpoint, but because he desired to train into his best form as a "pure" after having attained which he would flop if he considered it a wise move. From an interview with him, one is led to believe that his change was a wise one, for Banker says he will return to France in February or thereabouts. With Zim in America, the speedy Pittsburg boy will have things about as he wants them in professional races abroad, having no trouble at all when "the Grinder" was in France to run second to him almost every time in any field. George will spend the holidays with his family in Pittsburg, and will be in attendance at both the Chicago and New York cycle shows. As to his opinion of Paris, Banker says: "It is the greatest city on earth," added to which remark come stories of much interest regarding the various points of note throughout the continent. His greatest win during the season was the Grand Prix de Paris, the prizes in it amounting, all told, to something over \$475. Banker's total winnings of the year are between \$4,000 and \$5,000, quite a creditable showing, all things considered. When he returns in the spring, he will continue with the Humber team of professionals. George looks strong and healthy and declares himself to be in magnificent physical condition.

Fred Coulson, the well-known traveler of Cleveland, Ohio, was married to Miss Ivy Edmundson, of the same town, last Tuesday, the 18th instant.

The reception of the Harlem Wheelmen at the clubhouse, No. 11 West 124th Street, last Friday night, was a success in every particular. A progressive euchre party was also given in connection with the dancing, after which refreshments were served. The annual stag party of the Harlem's will be held next Saturday evening, at which several novelties in the way of talent are promised.

Tonight the Kings County Wheelmen will gather round a huge Christmas tree in their pretty clubhouse on Bedford Avenue, Brooklyn. Presents will be presented to the various members of prominence, and a jolly good time is promised.

On Sunday last the New York Wheelmen held a well attended run to Plainfield, N. J., the Raleigh "quad" accompanying the party. The big machine was mounted by C. J. Cafferty, H. C. Robinson, F. Shanett, and L. B. Parker, in the order named. All of these men are members of the New Yorks, a club which is steadily growing in prominence and popularity.

Yesterday, what might be described as one of the most successful runs of the year was taken by the Ariel Wheelmen to Carlstadt, N. J. We are but one day from Christmas, and still nothing to remind us that winter is here, excepting a drop in the thermometer. No snow and no signs of any, much to the joy of the "cut rate dealer," who is reaping a rich harvest from the holiday trade. The Ariel's run yesterday was taken by over twenty riders, under a clear blue sky, bright sun, and brisk air,—conditions which could not have been improved upon for such an event.

Delegates to the National Assembly from New Jersey will be J. S. Holmes, Atalanta Wheelmen, Newark; Fred Keer, Hudson County Wheelmen, Jersey City, and W. M. Davidson.

The cycle path fund for a specially constructed cycle path between Prospect Park and Coney Island has been completed after the hardest kind of labor. The local wheelmen never before showed so total a lack of interest as in this case, a more worthy subject than which was never selected. Isaac B. Potter and Alexander Schwalbach did the most of the collecting, aided by various minor assistants in the way of daily papers and other sources.

The "freak" racket of the Riverside Wheelmen has been declared off for New Year's Eve, owing to the annual midnight run to Tarrytown. In its place will be given an ordinary "stag" party at which tin horns and noise will predominate. It is expected that fully 100 riders will make up the midnight party to wheel out the old year and the new one in.

A typical Greenwich Wheelmen reception was held by that club at their clubhouse, 509 Hudson Street, last Friday night, in which dancing was the most prominent feature. An intermission was taken, however, at 10 o'clock, when as many of those present as could crowd into the parlor, were photographed by flash light. In addition to the other numbers on the evening's schedule songs, recitations, and violin and banjo solos served to complete the programme. The clubhouse was literally crowded with the "fair women and brave men" that we read about, all of whom enjoyed themselves thoroughly.

The Royal Cycle Works, of Marshall, Mich., were too late to get space in the main hall at the Chicago cycle show. However, their Mr. Chapman has secured the southeast corner of the gallery, where he will be pleased to show visitors the Royal line.



## GOSSIP ABOUT GOTHAMITES.

NEW YORK, Dec. 24.—In *THE BEARINGS* of September 14 last, the statement was made that the Raleigh Cycle Co. would not be in existence in America after January 1. The reasons given were many, and it seems now as if the statement was not far from the truth, notwithstanding the contradiction of it at the time by representatives of the concern. To be sure, the company is still known by that name, although in reality it is now dead, its recent reorganization having changed its title to the "American Cycle Trading Co." George S. MacDonald's resignation from the business makes it still further an entirely new concern, although Raleigh will be the name of the wheel turned out in 1895. At present a clearing sale is in progress at their store on Seventh Avenue, at which many genuine bargains are to be had. Among the wheels offered are Raleighs, Centrals, Envoys, Ben-Hurs, and Fleetwings. All machines, excepting a few Envoys and Fleetwings, are of the 1894 model, and a full guarantee goes with each bicycle.

The American Bicycle Co., of 115 West 125th Street, has come to stay. W. H. Levy, the company's general manager, is an old time cyclist and a thorough business man. This concern has taken the exclusive New York agency for the celebrated Bamboo bicycle, made by the Myers Mfg. Co. A trial of its riding qualities convinces one of its sterling worth, and its extremely light weight, combined with its wonderful strength, promises for it a brilliant future. The 1895 full roadster weighs twenty-one pounds; its price is \$75, at which it is indeed a bargain. From a casual examination its many points are as follows: diamond double frame, all bamboo excepting at its various joints, where the finest cold drawn steel tubing is used; the gauge of the bamboo is equal to about twelve or fourteen, weighing about the same as 20 gauge steel tubing; steering head, 9¼ inches; 28 inch Myers simplex wheels, which allow the spokes to be removed without detaching the tire; they are also caught at the hub by means of a cap composed of peg-like rivets which catch the spokes and tighten them by the screwing of the cap. Each spoke is continuous, serving as two, by the bend at the cap, from whence it continues on to the rim again. Fairbank's wood rims are used; the hubs are made of a composition of aluminum and steel; drop-forged, 6¼-inch cranks; Curtis pedals, drop handlebars, cork handles, Solid Comfort saddle, 6-inch tread, New York tires. This is an offhand description of the machine. The French patents of the Bamboo wheel were sold last week for \$50,000, this style of machine being destined, apparently, to have quite a run among the Frenchmen. In addition to the Bamboo wheel, the American Bicycle Co. are agents for the Reading wheels, which have caught on nicely in Gotham.

The uptown branch of the Wilson-Myers Co. has been removed from 1786 Broadway to 137 West 125th Street. Stephen T. Moen remains as manager, and the business will be run the same as heretofore. In addition to Libertys this store will make a specialty of second-hand wheels and job lots at reduced prices. The new store is most conveniently located, and presents an attractive appearance from without.

W. B. Troy will not manage the Humber team of racing men in 1895. The statement that he would do so, in a recent issue of *THE BEARINGS*, was founded on what was supposed to be the best of reasons. No manager has as yet been decided upon, although several applications for the place have been received. Regarding Troy's future plans, it may be stated, although not positively, that he intends entering Wall Street at an early date, where, if he shows the tact and business ability that have always characterized the man in other fields, he may be looked to for sensational dealings among the bulls and bears. Who knows but what in time we may read among the financial market reports in our daily papers that "W. B. Troy, the most recently discovered manipulator of the market, made \$1,000,000 on the rise of sugar today." Time alone will tell.

The Park Row Cycle Co., 21 Park Row, has just ended its busiest season of the year. A large number of juvenile and medium-grade wheels have been sold during the past two weeks. Sundries and accessories of every description are sold at greatly reduced prices by this enterprising firm.

F. J. Reveille gets along swimmingly in his new position of manager of the Remington Arms Co.'s bicycle department. He was three years with the Pope Mfg. Co. before coming here, and is a most thoroughly competent man to take the chair vacated by G. Minturn Worden, who is now devoting his entire time to the purchasing of supplies for the factory. In addition to this, Mr. Worden will have entire charge of the agencies, which will alone command a great share of his time.

The Stearns agency for New York has been renewed with the Bidwell-Tinkham Cycle Co. This concern, with its handsomely appointed store on West Fifty-ninth Street, will also make leaders of their Tourist wheels, which will list in 1895 at \$55, \$70, \$85, and \$100. The weights are: Thirty pounds, twenty-eight pounds, twenty-five pounds, and twenty-two pounds, respectively. The ladies' twenty-six-pound wheel will list at \$85. The rear wheel adjustment, removable dust cap on the hubs, and an interchangeable sprocket are the most important changes in '95 Tourists over this year's model.

Fred J. Titus is killing time between now and the beginning of the active training season by clerking in the bicycle department at A. G. Spalding & Bro.'s on Nassau Street. He makes an excellent drawing card, and it is said that more than the ordinary number of pretty girls patronize the department in which Freddie is located. Incidentally Titus is an excellent

salesman, never letting a customer slip by. Recently a prospective wheelman entered and fell into the hands of the record breaker. He did not know how to ride, but thought he would come in and look around. It was impossible to sell him a wheel, but when he left the store Titus had succeeded in making him buy a bloomer suit, a bicycle bell, and a cyclometer, Freddie having impressed on his mind the necessity of possessing these things if he ever did buy a wheel. The following day the customer realized the uselessness of his purchases and returned to the store in a vain endeavor to have his money refunded. This was only one case out of many where the one-hour champion has sold people things they have absolutely had no use for. Titus tells a story about selling a young man a set of false teeth once, when he had entered a country store to buy a pair of shoes. There were no shoes in the store big enough to fit the customer, so "Tite" rung in the false teeth.

Edwin Oliver & Co., of 21 Park Row, have received their first consignment of '95 model Elmores. The line comprises a light roadster, full roadster, and ladies' frame. The weight of the light roadster is 22½ pounds, price, \$75; choice of any tires, weldless steel tubing, 9½ inch head, 23½-inch frame, 5¼-inch tread, 43½-inch wheel base, twenty-eight-inch wheels, Plymouth wood rims, piano wire swaged spokes (nickel), tool steel dust-proof bearings, and case-hardened center chain. The full roadster is the same in every way excepting weight, weighing twenty-five pounds. The ladies' model weighs 25½ pounds, the frame itself being the same weight as that of the light roadster, the three extra pounds being caused by the dress and chain guards. All these wheels will list at \$75. Garford saddles are fitted to all wheels. A side line at \$60 will also be handled by Oliver & Co., to be known as the Ixion. It will be a high-grade up-to-date machine, weighing twenty-six pounds, fitted with wood rims. These machines will list at \$60. They will be made at Geneva, N. Y. The Oliver company have selected a warehouse for their wheels on West Street, convenient to all the railroads and the Hudson River. It was the intention of Mr. Oliver to contract for 300 wheels only, but prospects of a big business were so good that he decided to raise the order to 5,000, which he did last week, hence the storehouse. There can be no doubt as to the future success of Edwin Oliver & Co., who are in the business to stay, and certainly will do what they start out to accomplish.

In addition to their bicycle department W. C. Hodgkins & Co., 300 Broadway, have a most thoroughly stocked athletic goods department, which is, as well as the cycling part, under the able direction of W. H. Webster, who was twelve years with A. G. Spalding & Bros. In the athletic goods department of Hodgkins & Co. can be found every conceivable object in the line of sportsmen's wearing apparel, as well as the various goods necessary in the different sports and games. Mr. Webster is well liked by every one who knows him, for his gentlemanly demeanor on all occasions, his ever readiness to oblige customers, and his apparently unlimited stock of patience with inquisitive buyers.

Theodore F. Merseles, the newly appointed manager of the Western Wheel Works' New York office at 35 Barclay Street, was recently interrupted by a caller who stepped in to congratulate him on his promotion. Mr. Merseles was up to his eyes, so to speak, in correspondence at the time, whereupon he turned to his visitor, and in a tone calculated to freeze, remarked, "My dear sir, it's your sympathy I want, not your congratulations." It is needless to add, the well-wisher froze all right. Unlike many other concerns, the Western Wheel Works are still doing a stupendous business in 1894 machines, of which 138 were sold during Thanksgiving week, and 127 last week. This is an enormous amount of trade for so late in the season, and verifies the statement that good wheels are always in demand. It is expected that the '95 machine will not be ready even to show at the New York office before January 1. Applications for 1895 agencies from all points in the eastern district continue to pour in on Mr. Merseles in huge numbers.

Tom Roe, big, hale, hearty, and happy as a schoolboy, spent several days in Boston and the surrounding country last week, in the interest of the United States Tire Co., to whom he has proven himself a most valuable acquisition. Tom has sold more tires and closed more negotiations in the short time he has been at work with this company than any other two travelers in their employ.

### The Smalley.

The Plymouth Cycle Mfg. Co., of Plymouth, Ind., has the following to say about their '95 wheels: "Hereafter we shall not sell to jobbing houses, but deal direct with the agents, and being more closely identified with them, restrict and protect territory. Our catalogue describes seven new models, all highest grade, in weights from seventeen to twenty-eight pounds, different heights of frames, and five-inch tread on road wheels and four-inch on racers. We shall continue to advocate our patented aluminum finish. All wheels will have thoroughly dust proof bearings, with felt washers added. The Smalley Special, high frame, scale weight, twenty-one pounds, will be as staunch as any. The ladies' special, scale weight, twenty-three pounds, aluminum finish, with hand painted flower decorations on frame and guards, is expected to be the handsomest wheel ever shown by us. A heavier ladies' wheel is made for heavy riders. The light roadster and roadster weigh twenty-four and twenty-eight pounds respectively, with same improvements as the special.

"The models number from 10 to 16, inclusive. We continue to market the Buck racer, nineteen pounds, built to reach, and add a new track racer, seventeen pounds, with a four-inch tread, for those wishing regular handles and adjustable seat-post."





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, DECEMBER 28, 1894.

No. 17.

Published every Friday by

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ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

### DIFFERENT WAYS.

A man naturally inclined to be of the "satisfied sort" may live on and on for years in a village of twenty-five souls, and is liable to get the idea bye and bye that his humble home is a spot of great magnitude—that the world has its eyes on his Podunk town, and him especially, and he grows to the belief that were he to take his departure for the great unknown that the nation would stop. So like some business people, they stop in their dingy, dirty 1792 style of office and factory, seeing nothing of the outside world but the walls of their own shebang, and so narrow minded do they get that they believe that their ideas are "the only ones," and continue, until in the natural course of events they run up against the gigantic wall "progress," and then their weather-beaten, dilapidated castle, built of musty, out-of-date, over-estimated ideas and business policy, is dashed to pieces as the lightest of crafts in the ocean's tempest.

To those who know the Hill Cycle Mfg. Co. it is needless to say that we are not of the "satisfied sort."

### QUEER IDEAS.

The narrow tread is bringing to the surface some queer ideas as to practical mechanics. One maker howls, "Our tread is 5 1/4 inches," another says "Mine is less than 5 inches." Smart people these. They evidently think the public will gulp down their claims without a thought.

If those makers' claims are based on the extreme length of crank shaft, and the cranks are on crank shaft in perfect alignment, then they are honest; but if,

on the other hand, the claimed tread is based on the extreme length of crank shaft, and the cranks are offset, then they are misrepresenting the facts.

The Fowler tread (pedal fastened on with nuts) is 5 5-8 inches exact, and the cranks are on the crank shaft perfectly straight. We mean that the extreme distance from the outside of crank (where pedal is fastened on) to the other extreme side is 5 5-8 inches.

The maker who uses offset cranks is courting a greater leverage in the side play of the bottom bracket, **which is a thing to be avoided.**

If the maker narrows materially the distance between ball races on crank hanger then his wheel is less rigid, the bearings bind, and the harder the wheel runs. If he narrows rear hub beyond a certain point, then the wheel is easy to buckle—verily the "narrow tread" is a trouble maker—look out for it.

As we said a few weeks since, the narrow tread is going to develop some narrow-headed makers, and our prophesy is already fulfilled.

We do not mean to be narrow minded in anything. We aim to be progressive, aggressive and enterprising. We feel that there are others who are striving just as hard as we to gain the goal we are so earnestly hustling for. We have brains enough to see that we must continually hustle with might and main to keep in the front rank. We must observe critically everything in our line from a nipple washer to freak speed gear or tire. Often appliances without merit suggest some valuable point. We are of the "sort" that work our wits day and night to better our condition. We know we can do it through the bettering of our bicycle, "The Fowler." We watch everything most intently, and the result, if never before manifest, is in preponderent evidence in our '95 models.

The detail work in the smallest thing is right; it shows that remarkable care that will eventually land us where we are aiming for, and the spot we never take our eyes off—not even a second—**the very top.**

You may not realize, or rather know, our capabilities for doing all we say, and we may prejudice our case by apparent blow or braggadocio, but we mean right, and if you as a responsible agent give us a trial you will fully know and satisfactorily realize that your trial

was not without gain for yourself; and we likewise will realize that our super-human efforts to do right and as we promised, were appreciated by you, the responsible dealer, in your esteemed patronage.

We want applications for good agents, who want a wheel that is equal to any and a price that brings profit with satisfaction.

### WE CONFIRM REPORT.

"The Wheel" says B. B. Emery & Co. are reported to have sold about 650 Fowlers in New England the past season.

The FOWLER TRUTH confirms that report, and begs to further advise "The Wheel" and the public that Messrs. Emery & Co. are going to sell one thousand (1,000) '95 Fowlers in the same territory.

### FLASH LIGHTS OF THE FOWLER.

**P. Barr & Son, Braidwood, Ill.,**  
(a Fowler agent) says:

"There is a fascination about a Fowler that you don't find in another wheel. The smooth out-running, dust-proof bearings, the great rigidity of the wheel, the simplicity of construction, together with many other important details, all go to make the Fowler a wheel that is a pleasure to ride, and one that an agent can conscientiously recommend to those desiring the highest type of a high-grade wheel."

Thanks, Brother Barr; we know what you say is true, and we're trying hard to make every one else think the same way.

And still another:

**J. B. Billings & Son, Alma, Neb.:**

"The Fowler has stood up well, and given as good, if not better, satisfaction than any other wheel in the city."

We will try in '95 to make you say "absolutely better than any wheel in the city."

Another one:

**John Peters, Algonquin, Ill.:**

"The Fowler is a dandy. It has been on century runs, club runs, in races, over all kinds of roads, and stands today, after five months' hard use, as good as ever, Not **one cent** for repairs. You deserve success."

### ENTERPRISING, RELIABLE AGENTS,

Have you any doubts that the Fowler is not what we represent it to be? We want good agents. Write and mention THE FOWLER TRUTH.



# TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

## "THE BEARINGS" IN HOLLAND.

Editor "The Bearings": I have this day received an order for our foot brake from Rotterdam, Holland. The letter states that they saw the ad. in "The Bearings." The order was from W. Washington, Taylor & Co., commission merchants and importers. They want the agency for Holland, Belgium, Germany, and colonies. We hardly expected any trade from any foreign country through your paper. We have inquiries and orders for our brakes from all over the United States.

Very respectfully,

Louisville, Ky., Dec. 24.

R. C. WHAYNE.

## ENGLISH VS. AMERICAN WHEELS.

In the last issue of *Wheeling* the editor becomes very much agitated because some American papers have had the temerity to attack his criticisms of the Union safety that was recently exhibited in England, and spreads himself over nearly a page to prove that in all matters of cycle construction English makers lead, and always have led. He wastes time in telling us a lot of facts that every one who knows anything about the history of cycling is ready to admit, and ends up by proving—nothing. In the matter of weights he maintains that in reality America is not a whit ahead, insinuating that there are but few light-weight wheels in actual use. Regarding his own experience with light-weight wheels he says, "For four years we, personally, have been riding machines none of which touched thirty pounds. There are hundreds of others in England who can say the same, but all have done so at their own risk and against manufacturers' advice. We have never had any fracture save by violent accident, but, after all, we confess to a partiality for a good roadster of about thirty-five pounds weight for 'solid comfort,' to use an Americanism." He has ridden wheels under thirty pounds for four years without an accident, and yet prefers a thirty-five-pounder! In that statement he strikes the keynote of English unprogressiveness. How can he expect English makers to build light wheels if his sentiments are the English public's sentiments? So long as men who have every reason to believe that moderately light wheels will serve them truly are content to jog along on "lumber wagons"—"to use an Americanism"—just so long will the makers build heavy, cumbersome wheels.

The case is different with us. For four years we, personally, have been riding machines that have not touched twenty-five pounds. There are thousands of others who can say the same, and—here mark the difference—all have done so on wheels guaranteed by the makers for the work for which they were used. Strange to say we have no partiality for heavy roadsters. We could not be hired to ride a wheel over twenty-three or four pounds were we to start on a globe-girdling trip.

Now allow us to give a little information. There will not be an American maker at either of the American shows who will exhibit a high-priced wheel that will weigh as heavy as thirty pounds. The average full roadster will tip the scales at about twenty-three pounds, and there will be many road wheels weighing twenty pounds or less and racers down to sixteen pounds—regular stock machines we mean, not mere exhibition wheels. Our English critics will, we presume, say that to ride such wheels is to tempt providence. Not so. These light wheels are as strong—nay, stronger—than the thirty-five pound wheels of days gone by. In America, at least, cycle construction has kept up with the times. The secret of strong, light-weight wheels is the careful study of the strains to which wheels are subjected, the reduction of weight where strength is least needed, and the use of the very best of materials worked up regardless of expense. Forged tool steel for hubs and connections, or the same turned direct from the bar steel by improved American machinery, the use of which English makers have yet to learn; the use of lap joints; the production of extremely light, yet strong tires; wood rims that are now being sold in England by several American firms—these are a few of the things that make American machines light and strong.

In England there are scores and scores of factories that are nothing more than assembly rooms where the products of the part-makers are put together. What can be expected of makers who produce machines in this fashion. It is a matter of public knowledge that more than one factory in England, whose product is said by English makers to be of the very highest grade, still uses castings in its best bicycles. Such is the English idea of being up to date.

## "POP" BREWSTER AMONG THE QUAKERS.

PHILADELPHIA, PA., Dec. 23.—W. M. Brewster, the junior member of the firm of Garden & Brewster, who will shortly take charge of the Overman Wheel Co.'s branch in this city, arrived last Sunday from Chicago. Mr. Brewster came on in the interests of the firm and after attending to some important business and receiving an introduction to the most prominent local dealers, he left for his home at St. Joseph, Mo. He will only remain at the latter place long enough to attend to some private business, after which he will return here again, when he and Mr. Garden will take formal possession of the store on Arch Street. Messrs. Brewster and Garden will be at the Chicago show for several days, as well as the New York exhibition. The formal opening of the new firm takes place on January 15. Herbert Bilyen, who now has charge of the Overman Company's business, will be head salesman.

The Hilliard Cyclometer Co., the firm that will handle the Stearns wheel here next year, is making extensive preparations for the opening, which occurs on January 1. The new store is at 1003 Arch Street, next door to Smith & Co., the Rambler agents. Gil Weise will have charge.

W. A. Richwine, formerly of the Pope Mfg. Co.'s Washington branch, will manage the bicycle department of the Supplee Hardware Co. This concern sells Syracuse bicycles.

Jack Greer, manager of the Union company's branch, has returned to the city after a short business trip through Virginia and West Virginia.

George Bolton, formerly in charge of the Overman branch, is now traveling through Pennsylvania selling Victor bicycles and the products of the Overman Wheel Co. H. S. Williams is representing the same company through the south.

The proposed cycle show, which was to have been held at Industrial Hall during the progress of the indoor race meet, did not materialize, probably because of the near approach of the holidays, or for lack of interest on the part of the dealers.

The Stearns has made a great record for itself in Philadelphia. During the three days' amateur tournament several world's records were broken on that make of wheel, while every rider of the six days' professional race was mounted on one of these famous racers. The Spalding was also much used by the riders.

John Backus, Zimmerman's old mascot, has been in this city for a week past, training Charley Ashinger at the Industrial Hall meet. Backus returned from Europe about two weeks ago, where he had spent seven months among the trade men. Backus will be at the Chicago show to talk to the dealers and manufacturers about his trip abroad and give them a few lessons in French and Italian. He goes to Europe next year to take a position with a prominent Italian firm.

Frank M. Dampman, the local agent for Falcon wheels, who, for the past year, has been located at Broad and Vine Streets, will shortly vacate that location and remove to 1229 Market Street. The '95 model of this popular make was shown to the public last week and attracted much attention.

## THE FENTON.

The Fenton Metallic Mfg. Co., of Jamestown, N. Y., are among the oldest and richest concerns in the east. Last year they began to manufacture the Fenton and met with unqualified success. The past year they have disposed of their entire output without the aid of traveling men. In '95, however, they will be represented on the road by several well-known men who



will have an easy time selling the Fenton. The accompanying cut shows their 21½-pound road racer, which has a 5¼-inch tread; they also make an eighteen-pound racer, a twenty-four pound light roadster, and a twenty-nine-pound full roadster, all listing at \$100. By looking at the company's advertisement the reader can see a picture of the factory where the Fenton is made.

The Gardiner Pump Co., of Worcester, Mass., are making a pump and universal coupling that will fit any tire. Their advertisement shows a cut of the pump and coupling.



## LOUISVILLE AND HER DEALERS.

LOUISVILLE, KY., Dec. 24.—The Louisville branch of the Indiana Bicycle Co. was opened to the inspection of the public last Saturday night. R. F. Maxwell, one of the best known salesmen in the city, is the manager in charge, and if he does not make this branch the best paying one the company has, it will not be through any fault of his. He is a hustler, as was shown by his work with the former agents in this city during the season just past. As soon as the store was opened there was a constant stream of callers, who were unanimous in expressing their admiration of the beautiful decorations and the general appearance of the place. The width of the store is about twenty-two feet, the display part is about eighty feet, while in the rear is a repair shop fitted up for every kind of repair work. Under the whole store is a well ventilated and light cellar for the storage of crates and other rubbish. In the front part of the store the new wheels are displayed on raised platforms on each side of the house, while between the repair shop is a large show case extending across the room, in which are kept all sundries. The repair shop is in charge of Winkler, formerly of Schuhman & Winkler. W. C. Marion came down to inspect the new branch and said that it was the best equipped of the many branches belonging to the company. The location is a most excellent one, 350 West Jefferson, near Fourth, a street used more by men than any other one in the city.

The Hart Hardware Co. has decided to handle bicycles during the coming season and will retail the Derby in this city and job the same wheel in the southern territory covered by their traveling men.

R. C. Whyne, who buys the different parts of bicycles, puts them together, and sells them under the name of the Southern, did a very large business in '94. He sold 370 of his wheels in this city alone. In '95 he will retail them at \$65, and thinks he will get a larger trade than he did this year.

Henry Martin has taken the store occupied by Martin & Dressing at 626 Fourth street and has refitted it. He will continue the business left off by the old firm at the time of the assignment. Geo. L. Martin and Ed. H.

WESTMORE, KAS.—Lynch & Ferrell, hardware, dissolved, Ferrell continuing the business. Correspondence invited with manufacturers of bicycles and bicycle sundries looking to accepting agency.

CARSON CITY, MICH.—William J. Loomis, bicycles, will do a jobbing business after January 1. He will also put on the market a bicycle chain lubricant. He will offer a high grade wheel known as the W. J. L. Special.

BUFFALO, N. Y.—Frederick G. Schack, manufacturer of bicycles, reported judgment entered for \$124.

MITCHELL, S. D.—Healy Hardware Co., will open new bicycle department. An employe has been sent to the factory of a leading bicycle company, where he will spend the winter, informing himself concerning the business of repairing.

CLEVELAND, OHIO.—Eynon & Sanford, bicycles, reported as having recorded chattel mortgage for \$130.

EVERETT, MASS.—The McCune Bicycle Co. is erecting a two-story factory building 38x128 feet, on Broadway.

WILLIAMSPORT, PA.—Demorest Mfg. Co. are putting on the market an improved bicycle support, and other new bicycle sundries.

METAMORA, ILL.—John Bride will open new hardware store, and will handle bicycles. Correspondence invited with manufacturers of bicycles and sundries.

MACY, IND.—A. P. Cleland, hardware, has added a bicycle repairing shop, and will handle bicycles.

## THE CLEVELAND LINE.

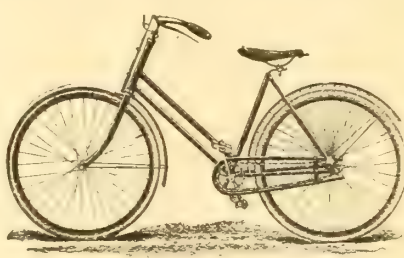
H. A. Lozier & Co., of Cleveland, have issued the following circular to their agents, describing their '95 wheels:

"With thanks to our dealers and friends for their generous support that has given us a world-wide reputation, we open the gates of 1895 business by this announcement of our styles and prices. Our policy of perfection in manufacture and protection to agencies will be continued in the future as in the past. Our 1895 product will speak for itself, and will serve as convincing evidence of our determination to keep in the front rank in the march of improvements. Our "Swell Specials" are of distinctive features and elegant construction that will surprise and please you, and excite the admiration of all experienced wheelmen. Our No. 20 is the swell wheel of the bicycle trade, a beauty of beauties, the acme of bicycle construction and design. We shall confine our manufacture strictly to high-grade wheels, and of that superlative order that has made the Cleveland one of the most

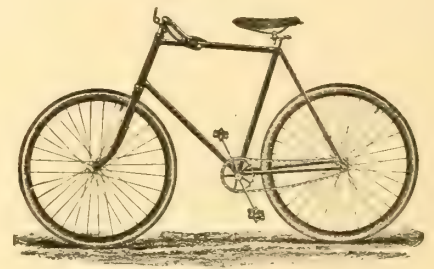
## THREE OF THE CRAWFORD LINE.



Model 17.



Model 20.



Model 19.

Dressing will be in charge of the store as of old, while the business will still be run under the name of Martin & Dressing. They will make the Mung-er their leader, and will also have a low priced wheel made for them, which will be sold under their name.

Prince Wells' store window has had a crowd in front of it during the entire week, looking at a pneumatic-tired baby's tricycle. He had some small sample wheels, last year, to explain the working of his tires. Work being slack in his repair shop, he determined to make a tricycle for his baby. Every part of the frame is made of scraps from the repair shop and as a whole, is a very creditable piece of work. It is operated by pedals, chain and sprocket wheels; the wheels are twelve inches in diameter and are geared to twenty. He and his clerks are kept busy explaining that it was made for personal use only and not for sale.

A prominent West Market Street hardware dealer is now debating whether or not to handle bicycles. He is only prevented from an immediate determination by lack of room in his present location. If he can get a larger store before February 1, another name will be added to the already long list of dealers.

The builder of the cement work and the engineer who planned the track have joined forces, and will be the first firm of cycle track builders in existence. Their determination was brought about by the many requests received asking for information about the track here. Both are experts in their lines.

## TRADE HAPPENINGS.

NEW YORK, N. Y.—Smith Wheel Mfg. Co., 4250 West Fifty-seventh Street, manufacturers of the Dart bicycle, are endeavoring to secure \$10,000 additional capital, with the view of enlarging their business.

SELMA, ALA.—Johnson, Park & Co., hardware, bicycles, etc., reported dissolved.

CORNING, N. Y.—C. S. Griswold, bicycles, sold out to H. G. Reynolds. Mr. Griswold will go on the road for the Rochester Cycle Co.

BALTIMORE, MD.—Clark Cycle Mfg. Co.: suit brought by Evening News Publishing Co. quashed by Supreme Court.

BROOKLYN, N. Y.—The United States Projecting Co., have added equipment for the manufacture of bicycle tubing.

PLYMOUTH, IND.—The Plymouth Cycle Mfg. Co. have increased their capital stock to \$100,000, and announce that in future they will not sell to jobbing houses, but will deal directly with agents.

KEOKUK, IOWA.—Keokuk Cycle Co. filed articles of incorporation.

popular bicycles in America. Our entire line will be model, modern, and complete, in a purpose to cater to the full demands of bicycle riders, whether novices or experienced cyclists.

"It will be our pleasure to exhibit samples of our '95 models at the Chicago show in spaces 32, 33, and 34, and upon the occasion of the New York show we shall present our line at our New York office, 337 Broadway, and at another place which we will announce hereafter."

The Cleveland line consists of seven models. No 14 is a boy's wheel listing at \$60. It has twenty-six-inch wheels and is beautifully constructed. No. 15 is a boy's semi-racer, weighing nineteen pounds and listing at \$75. No. 16 is a ladies' wheel, said to be a gem. List, \$100. No. 18 is built on the same lines as the '94 No. 11. It weighs from twenty-two to twenty-four pounds according to tires, and lists at \$100. No. 19 is the \$125 racer and is a racing man's dream. The "Swell Special" comes next on the list. "It is a marvel of strength and daintiness of weight," write Lozier & Co. It lists at \$125. The ladies' diamond frame wheel is fitted with twenty-six-inch wheels and weighs but twenty pounds. List, \$75.

## Don't Run Down Another's Goods.

This paragraph is taken from a letter of instruction and advice sent out to agents and traveling salesmen by Messrs. E. C. Stearns & Co., and is worth reproducing. "We want to caution you against the habit or custom, (which we regret to say is too common) of disparaging or belittling a rival's machine. Never under any circumstances is such a custom right in spirit or of value in point of fact. You will have all you can do to convince your customer of the worth of your own goods in these days of fierce competition. No matter how excellent they may be, the instant you disparage some other make you will certainly lower yourself in your customer's estimation. Stearns bicycles are standard goods—that fact is unquestionable—and we would not like you to lower our position or your own by disparagement of other standard makes to the aggrandizement of ours."

S. F. Heath Cycle Co., Minneapolis, Minn., beg to say that in view of facts lately come to light it becomes necessary to announce that no one has been authorized, or is in position to quote or sell to the jobbing trade their Heath ball valve pump and universal coupling. \* \* \*



## HOW DROP FORGINGS ARE MADE.

Resolved into its simplest parts, a bicycle is nothing but a bridge on wheels. Its backbone is the truss and it is strengthened and supported by braces so as to withstand sudden strains, twists, and blows. The proportions of the several parts of the bicycle are nicely calculated so as to obtain the maximum of strength with the minimum of weight of material, and wheels weighing but sixteen pounds are becoming common. The bicyclist, sitting over his whirling spiderweb wheels, is astride of a triumph of the constructive art. Never before has so small an amount of metal of any kind been put together to perform such labor. When it is considered that a man weighing 175 pounds can pedal a twenty-pound machine over roads too rough for pleasure driving, for hours, without even straining his wheel, that wonderful product of the nineteenth century called the bicycle is recognized as a marvel of engineering and mechanics.

Much honor is paid to the maker of the wheel; too little is said or thought of the skilled mechanics and expert machinists who built the bicycle; and no scorcher, pounding the pedals at a 2-minute clip, ever dreams of another set of workmen who have made possible such a beautiful machine.

Were it not that the art of drop forging has been brought to a degree of perfection not deemed possible a score of years ago, twenty-five-pound, sixteen-pound, and twelve-pound bicycles would not be in existence. In a high-grade bicycle there is so little cast metal that it would be safe to say that nothing but wrought iron and steel enters into its making so far as the metal parts are concerned. The prominence which drop forging takes in the making of a bicycle is disclosed by the fact that in a high-grade wheel there are eighteen drop forgings, as follows:

Two rear forks, one crank carrier, one fork crown, two cranks, one saddle cantle, two hubs, rear and front, two sprocket wheels, one seat post, one brake, two crank axles, one frame head, two pedal shafts.

Catalogues and alluring advertisements the wheelmen that nothing but the best drop forgings are used in bicycles, but what a drop forging is, where and how it is made, are beyond the ken of all but a few wheelmen.

Drop forging is the exaltation of blacksmithing; it is doing with wrought iron and steel what the foundryman does with cast iron and steel; it is the art of forming wrought iron and steel into various shapes and forms between dies, one of which is dropped upon the heated metal from a height varying with the nature and size of the work. At first glance the large sprocket wheel on a bicycle seems to be made of cast iron, but a closer examination discloses the fact that it is a wrought-steel wheel and can be bent double when cold without showing a crack. Look at the crank carrier, with its lugs and odd shape; it seems absurd to say that it was not cast in a sand mold, yet the fact remains that it was forged under a drop.

A drop forge is a machine which acts like a pile-driver. A heavy weight, held between iron "ways" or guides, is drawn up by friction-wheels to a certain height and then falls, with all of its force, upon the heavy base. On top of this base a die is fixed. Another die is fixed at the bottom of the drop or weight, and between these two dies the drop forging is done. The drops weigh from 400 to 1,300 pounds, and falls from a height of seven feet or less according to the work in hand. The steel or iron bars which are worked under the drops are heated in small furnaces which use crude oil as fuel, and the men who work at the drop forges stand between the furnaces and the drops.

In Ohio Street on the north side is the largest drop forge works in the west. When its score of drop forges are pounding and clanging the ground trembles, and the uproar almost reaches the pandemonium of a lively boiler shop. The oil furnaces stand in rows next to the walls, viciously spitting out lemon-colored flames from the glaring incandescence of the interior. A long, narrow slit serves as the open door of the furnace, and also as the only vent, for these oil furnaces need no chimneys. In them combustion is perfected and not ever the odor of gas is noticed.

The workman sticks his bars of steel through the opening into the furnace, and leaves them there until the steel is made as plastic as putty by the soaking heat. When he withdraws the steel it is a beautiful rich lemon color, evenly heated from the center out. The workman places the steel of the forming die first, trips the releasing lever with his foot, and the drop falls. As long as the workman's foot is on the lever the heavy weight falls, is drawn up, is tripped and falls again. It keeps this up until the workman's foot is removed. Then the weight rises to the top of the ways and remains there. The busy drops sing an anvil chorus which is deafening to ears unaccustomed to the mechanical blacksmith's clanging song, for steel rings loud and clear when struck by a half-ton weight falling from a height of six feet. Over all rolls the lively rat-tat-tat of the triphammer and the musical chime of the blacksmith's anvil. Drooping spirits revive in the stirring precincts of a drop-forge shop, and the admirer of the blacksmith's art grows enthusiastic over the wonders performed by the noisy drop forge.

In drop forges the dies are the dominant features. They are of two kinds, forming and finishing. In addition are the trimming dies, which shear off any surplus metal that appears on the drop-forging in the shape of a fan or thin irregular web extending out from the forging along the center line.

The manufacturer or bicycle maker who wants a piece drop-forged brings in a model, made of brass or iron, to the shop. Then the man in charge puts on his thinking cap, and for a while ponders over the model. A foundryman, if the pattern or model were sent to him, would send it out to the foundry, leaving the molder to figure the best way to get it out of the sand, but the drop-forge man is dealing with an entirely different problem. Here he has a certain form to be made out of wrought iron or steel. He immediately begins figuring how to make the forging out of the smallest sized bar of iron and steel with the least waste and fewest number of forming dies. His experience comes to his aid, but he must have an intimate acquaintance with iron and steel, and must know just how they will work under the drop, else he will find himself widely astray on the results.

When he has settled in his own mind what size "stock" to use in the forging the man in charge takes the model to the die-sinker. In this department are a number of men who are sculptors in steel. With the finest of chisels and most delicate of files they carve out the dies which perform such marvels in forging. The die blocks are made of a special steel which anneals well and tempers to a tough hardness. After being annealed and cut to the right size the blocks are planed smooth and turned over to the die-sinkers.

Before the die-sinker begins operations he copperplates the face of the block by brushing over it a solution which tinges the steel a copper color. This he does so that he can see the fine sharp lines which are drawn upon the steel with a steel graver, the outlines of the forging. Sometimes the

forming and finishing dies are on the same die block, and for other pieces three or four forming dies are used. The forming dies are described by their name, for they form or shape the metal, whether iron or steel, so that in the finishing die it will fill out just enough and not too much. In the forming dies the metal is properly distributed, so that the finishing dies in two or three blows constitute the forging.

The nicest work, of course, comes in making the finishing dies. In these allowance must be made for shrinkage, for the iron or steel in cooling shrinks more or less, so the hot-drop forging must be just enough larger than the cold-drop forging to shrink it. Another matter which must be considered in drop forgings is the "draught." This is the degree of bevel which must be made in the die to allow the piece to be withdrawn easily, and the deeper the piece the more draught it must have. As the die-sinker gets well along with his work in the finishing die he uses scrapers and files instead of the chisel, and putting the two dies together pours molten lead into the cavity. When the lead cools the die-sinker can compare the lead model molded in his dies with the model of the forging and thus test his work. When the dies are made they are hardened and ready for work.

Drop forging grew out of the old-fashioned "jumpers"—two dies which did their work under a heavy sledge-hammer. Probably the only man in Chicago who has actually used "jumpers" is Henry T. Russell of the Union drop forge on the north side. He says that the drop forge was born in Windsor, Vt., forty years ago. It was a crude affair, consisting of a solid cast-iron base and a drop hauled up by a rope which wound on a journal. The weight remained at the top of the wooden ways until the rope was unwound, and it then dropped, but it was so slow that the forging grew black in the dies and sometimes stuck in them.

The shop in which the first drop forge was used was owned by Robbins, Lawrence & Kendell. Kendell was a blacksmith of Windsor, who acquired a reputation as a maker of rifles. He secured a contract from the government to make the Enfield rifles, which had been adopted by the war department nearly half a century ago. In Windsor at the time was a large building which had been erected for a cotton factory on Mill brook. Allen Wagner, father-in-law of ex-Senator Evarts, was one of the owners of the building. It was secured by Kendell and turned into an armory. All the fine forgings of the rifle then were made by hand at the blacksmith's forge and under the file. Yankee ingenuity invented reamers, drill-presses, and other machinery for doing the work and some of the most important appliances of a modern machine-shop had their inception in that shop. Farmers' boys forsook the farms and learned the trade of machinist in Windsor's armory and many of them are today in charge of large manufacturing concerns. The drop forge was born there and the crude affair which made rifle forgings has developed into the perfected machine of today.—Chicago Record.

The Graham Cycle Co., 779 West Madison Street, Chicago, have taken the west side agency for the Munger and Thistle.

The Bridgeport Brass Co.'s Search Light lanterns have been adopted by the government for use in the United States army.





**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**75**

# WORLD'S RECORDS.

**ALL ON MORGAN & WRIGHT TIRES.**

J. S. Johnson on a Stearns fitted with M. & W. Tires.

1—1-4 mile flying start	:23
2—1-3 mile	:32 2-5
3—1-2 mile	:51 2-5
4—2-3 mile	1:11 4-5
5—3-4 mile	1:21
6—1 mile	1:47 3-5
7—1 1-4 miles	2:25 2-5
8—1 1-3 miles	2:34 4-5
9—1 1-2 miles	2:53 4-5
10—1 2-3 miles	3:13 2-5
11—1 3-4 miles	3:23 2-5
12—2 miles	3:54 2-5
13—1-3 mile standing start	:39
14—1-2 mile	:55 1-5
15—2-3 mile	1:16 1-5
16—3-4 mile	1:24 1-5
17—1 mile	1:52 1-5
18—2 miles	4:01
19—2 1-2 miles	5:09 1-2
20—3 miles	6:09
21—3 1-2 miles	7:11 2-5
22—4 miles	8:15 2-5
23—4 1-2 miles	9:19 2-5
24—5 miles	10:22 3-5
25—1-4 mile straightaway	:21 2-5
26—1-2 mile	:46 4-5
27—3-4 mile	1:11 4-5
28—1 mile	1:35 2-5
29—1-4 mile unpaced	:27 4-5
30—1-2 mile	:55 3-5
31—3-4 mile	1:26 2-5

H. C. Tyler on a Union fitted with M. & W. Tires.

32—1 1-4 miles standing start	2:30 1-5
33—1 1-3 miles	2:40 3-5
34—1 1-2 miles	3:00 2-5
35—1 2-3 miles	3:22 1-5
36—1 3-4 miles	3:32 2-5
37—1-2 mile flying start unpaced	:54 1-5
38—3-4 mile	1:32 2-5
39—1 mile four lap track	2:03 1-5

A. Gardiner on a Thistle fitted with M. & W. Tires.

40—1-3 mile flying start unpaced	:38
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P. Vonboeckman on a Dorsett fitted with M. & W. Tires.

41—1-3 mile straightaway unpaced	:36 2-5
----------------------------------	---------

H. Davidson on a Brantford fitted with M. & W. Tires.

42—1-4 mile flying start "A"	:24 4-5
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43—1-2 mile "A"	:52 4-5
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44—1-4 mile standing start	:30
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45—1-3 mile	:40
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46—1-2 mile	:58
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47—1-4 mile flying start unpaced	:28 1-5
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Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

48—1 1-4 miles flying start "A"	2:36
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49—1 1-3 miles	2:45 2-5
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50—1 1-2 miles	3:05 2-5
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51—1 2-3 miles	3:26 2-5
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52—1 3-4 miles	3:36 4-5
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53—2 miles	4:07 2-5
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E. E. Anderson on a Stearns fitted with M. & W. Tires.

54—1-4 mile flying start unpaced "A"	:26 4-5
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Gardner and Bainbridge on a Union Tandem fitted with M. & W. Tires.

55—3-4 mile flying start	1:23 1-5
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O'Connor and Rhodes on a Stearns Tandem fitted with M. & W. Tires.

56—1-2 mile flying start unpaced	:55
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Callahan, Murphy, and Kennedy on a Stearns Triplet fitted with M. & W. Tires,

57—1-4 mile flying start	:23
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Kennedy, Murphy, and Saunders on a Stearns Triplet fitted with M. & W. Tires.

58—1-4 mile standing start	:30 1-5
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59—1-3 mile	:40
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60—1-2 mile	1:00
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61—2-3 mile	1:20 1-5
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62—3-4 mile	1:31
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63—1 mile	2:01 4-5
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Callahan, O'Connor, Seavey, and Rhodes on a Stearns quadruplet fitted with M. & W. Tires,

64—1-4 mile flying start	:23
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Kennedy, O'Connor, Seavey, and Rhodes on a Stearns Quadruplet fitted with M. & W. Tires.

65—1-4 mile standing start unpaced	:26 1-5
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66—1-3 mile	:35
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67—1-2 mile	:55 2-5
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68—2-3 mile	1:15
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69—3-4 mile	1:23 3-4
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70—1 mile	1:54
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W. DeCardy on a Syracuse fitted with M. & W. Tires, on the road.

71—10 miles standing start	24 13 1-2
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72—15 miles	37 38
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73—20 miles	50 38
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74—25 miles	1 03 52 1-2
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Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

75—15 miles competition	41 25 1-2
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**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT,**  
**CHICAGO.**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**



## THE YOST LINE.

Seven new and distinct models will be made by the Yost Mfg. Co. for the 1895 trade, ranging in price from \$65 to \$100. The features of the No. 3 are open hearth crucible-steel cranks, Yost adjustable sprocket wheels, a forty-four-inch wheel base, and an emerald and nickel finish. With Yost tires the machine weighs 24½ pounds. It weighs half a pound more when fitted with M. & W. tires. The gold crank Falcon No. 4 is the king bee of the Yost family. Mr. Yost writes as follows of the "apple of his eye":

"This wheel we believe to be one of the most popular and attractive on the market, on account of the nicety in points of finish, being the latest model and design in cycle construction; the gold cranks, a new and attractive feature, add materially to the appearance of the wheel. This wheel, with light equipment, weighs twenty-one pounds, with road equipment, 'guaranteed' tires, twenty-two pounds. The specifications of frame and parts are identically the same as the No. 3, except being 5½-inch tread, outside measurements, and being finished with gold cranks, head and handle-bar trimmings. There are many special features on the Nos. 3 and 4 that are identical only with the Falcons. We have the Yost adjustable seat-post and Yost detachable tire, which we can furnish in all weights—1½ pounds for track tires per pair; 2 pounds 10 ounces for "guaranteed" road tires. The principle of the large ball bearings and large sprockets is found through the entire line. This principle has been demonstrated beyond a question of doubt as being a correct principle. We give option of adjustable handle-bar or plain with either Nos. 3, 4, or 8 wheels; also option of Yost detachable tire or Morgan & Wright tires."

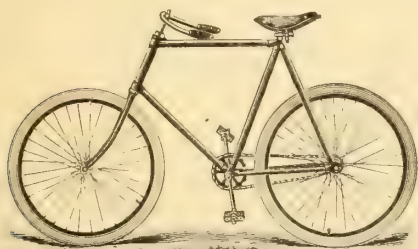
inch wheel base. The Lu-mi-num people have the following to say about the new features of their wheels:

All our models have been lightened and improved construction introduced; at the wheel hubs, which are slightly lighter; at the rear sprocket, which is attached by an improved process; at the pedals, which are considerably lightened and made absolutely dust proof. The attachment of the pedal to the crank is also simplified and made much neater. The width of tread has been decreased one inch while we have at the same time retained a wide spread of crank shaft bearings. Our method of attaching the front sprocket is entirely new, exceedingly simple, positive, and certain. The sprocket can be removed and interchanged without removing either the crank or pedals. The crank shaft bearings are now made absolutely dust proof. The lines of all our models have been somewhat changed, and the frames made somewhat higher, and the wheel base increased. As to the aluminum parts, we have made great strides in improved methods of casting and quality of material, and are now getting results far in advance of anything heretofore attained. Both the strength and appearance will be found greatly improved. We also offer a greater variety in sizes and shapes of handle-bars and seat-posts than heretofore, and also the choice of the very best makes of tires and saddles. We have added four new patterns to our line.

### Rouse, Hazard & Co. Will Build Wheels.

Rouse, Hazard & Co., of Peoria, Ill., will manufacture wheels next year. For many years they have been large jobbers and have had the Sylph and Overland made for them by outside parties, but they have now determined to make the wheels themselves. The third floor of their Peoria store has been fitted up as a factory, and the work of building wheels will begin at once. The best materials will be used throughout. Tool steel cups and cones, swaged spokes and Shelby tubing will be used in the construction of not only the high-grade wheels, but the children's \$40 machines. Rouse

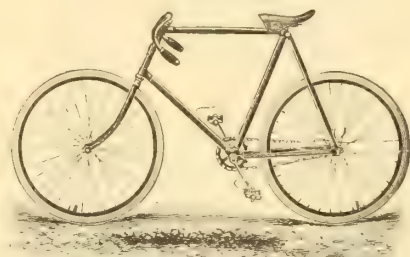
## THE YOST LINE.



Falcon No. 3.



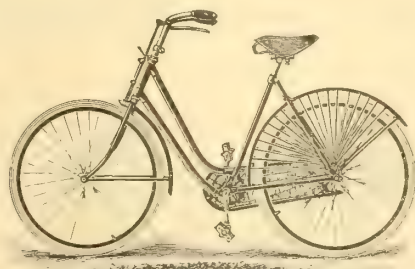
Falcon No. 4.



Falcon No. 4½.



Falcon No. 5.



Falconess No. 6.



Falconess No. 7.

The No. 8 is designed for short-legged riders, and for heavy road riders. The No. 5 has twenty-five inch wheels, and is for boys or ladies who wear the rational dress. The weight of this wheel, with light equipments, is 21½ pounds, with heavy equipments, 24½ pounds. No. 6, the Falconess, is a ladies' double drop frame wheel, brazed at the yoke and rear. The trimmings are of eighteen karat gold. No. 7 is also a ladies' bicycle, with twenty-six inch wheels, of the same style and design as the No. 6. This wheel lists at \$70. The No. 4½ is the racer, with large sprockets and large ball bearings. The wheel base is 44 inches; tread, 5½ inches; chain, ¼ inch.

The Yost metallic-fastened tires is readily detached and can be as readily replaced, reducing the annoyance from the repair of punctures to a minimum. It is resilient, fast, and will not roll. It remains fast to the rim when deflated. The pedals have drop-forged ends, 3-16 inch balls, dust proof center and ends; weight of rat-trap, 14 ounces per pair; attached to crank with a right and left-hand thread in the crank and on the stub, and held firmly to place by a set screw.

### ABOUT THE LU-MI-NUM.

The St. Louis Refrigerator & Wooden Gutter Co. has issued an advance catalogue describing the '95 Lu-mi-nums. There are seven models, the list on all but the racer being \$100. The roadster, Model 300, weighs 24 pounds; Model 301 weighs 25 pounds; Model 302, ladies' roadster, 26 pounds; Model 303, the light roadster, 19½ pounds; Model 304, 20 pounds; Model 305, the ladies' light roadster, 22 pounds, and the track racer from 15 to 16½ pounds. This last wheel has a five-inch tread and a forty-three-

Hazard & Co. have contracted elsewhere for machines to supply their trade the earlier part of the season until the wheels can be turned out in their factory, which will be in April. Messrs. Voss and Schultze, late proprietors of the East Side Cycle Mfg. Co., will superintend the construction of the new wheels.

### The St. Nicholas Wheels.

The Ajax line, made by the St. Nicholas Mfg. Co., and controlled by Hibbard, Spencer, Bartlett & Co., of Chicago, is a particularly fine one for '95. The Variety, weighing twenty pounds, lists at \$100, as does the twenty-three pound Vassar, the ladies' wheel. The Courier, weight twenty-six pounds, lists at \$75. The Gipsy is the ladies' wheel in the \$75 class, and weighs twenty-eight and a half pounds. The \$50 wheels are the Tornado, weight twenty-four pounds, and the Queen Mab, weight twenty-five pounds. The Blizzard and Fairy, price \$40, weigh twenty-three and twenty-five pounds, respectively. The wheels have all the latest improvements; the bearings are all turned from the solid bar, and are hardened and true. The prices are popular, ranging from \$40 to \$100, and including wheels to suit any tastes. The hubs used in the Varsity and Vassar are extremely light, being made of a piece of hardened steel tubing of thin gauge, into which the turned steel cups are pressed in the ends. A flange to the cone makes them dust proof.

Morgan & Wright tires have scored another victory. Arthur Gardiner on a 16½-pound Thistle, fitted with Morgan & Wright tires, took a fall out of Father Time on the new Louisville track, doing a flying start unpaced third in :38½.



# Arrow! Rex! Climax!

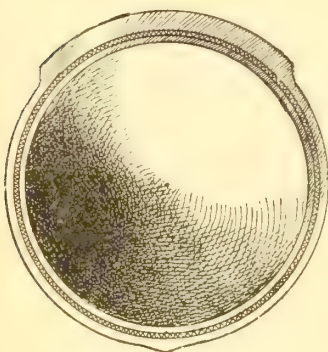


**THE ARROW** is the best mechanically fastened Pneumatic Tire manufactured, and the ONLY practical one.

## HOW TO OPERATE THE ARROW PNEUMATIC TIRE.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible.



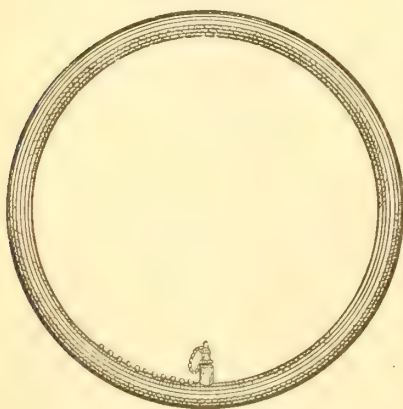
## CLIMAX

Our Climax Pneumatic Tire has a separate casing and inner tube and cements on the rim. It is made of the very best Old Fine Para Rubber, carefully compounded with only enough sulphur to properly vulcanize it, and stands the greatest possible amount of wear and hard service.

This form of tire is very popular. Price and quality considered, it is the cheapest tire on the market. But not a cheap or competition article. We make only high-grade goods, and any bicycle tire bearing the name of this company is first-class in every respect. The utmost pains are taken in its manufacture to obtain a most excellent finish, strength and resilience not being sacrificed.

Each tire is fitted with our Superior Pure Para Air Tube, a full description of which is given elsewhere in this book. We very strongly recommend these tires to manufacturers, dealers, repairmen, and riders.

Our guarantee is a strong one.



## REX ROAD TIRES

The Rex Road Pneumatic Tire, as manufactured by us, has a separate casing and inner tube, is laced in one place, also cements on the rim. This tire is very strong, light, and beautifully finished. Although strong, it yields to pressure at all points. They weigh two and three pounds per pair, and are fully guaranteed for road purposes.

The two-pound Rex is an excellent racing tire; is very lively, and will not burst, neither will it puncture easily. The so-called lighter racing tires, made of loose fabric or strings, are very unreliable and give out at the most critical periods. Unlike the latter tires, when punctured the difficulty can be easily located, and when repaired are permanent. The air cannot follow porous places.

The three-pound tires are most excellent for all road purposes, and are more resilient than any other manufactured.

The Superior Pure Para Air Tube is used in every tire together with our Superior Air Valve. To those who want a strong resilient tire of lightest possible weight, consistent with strength, we highly recommend our Rex Road Tire.

**COMET.** We also manufacture a cheaper tire branded Comet. They are strong, resilient and durable.

Attractive advertising supplied free, bearing agent's name.

Send for information and circulars.

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.

90 Chambers St., NEW YORK.

Day Rubber Co., ST. LOUIS, MO.

S. F. Hayward & Co., PITTSBURG, PA.

H. C. Leato, PHILADELPHIA, PA.

Mention The Bearings

## EASTERN RUBBER MFG. CO.,

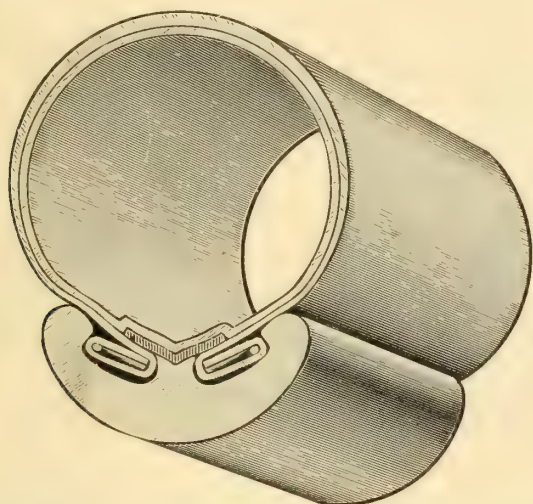
TRENTON, N. J.



### THE NEWTON DETACHABLE TIRE.

Broadly speaking, the Newton detachable tire, which has just been placed upon the market by the Newton Rubber Works, of Newton Upper Falls, Mass., is a clincher tire which is not dependent on air pressure to hold it in the rim. Its makers claim that it solves the blowing-out-of-the-rim problem. With this tire, they claim such an occurrence, and also "creeping," is utterly impossible. They also claim the tire to be adapted to wood rims as it can not roll out of the rim even when deflated, the peculiar shaped wire edging being a most important factor. The cuts show its construction and principle very clearly.

This is the way the tire is operated: To detach the tire or any part of it, raise the free or unattached part of the oval edge into the position; pull the outer cover in the opposite direction and a small portion of the edge will come out of the recess, the remainder, or any part of it, will come out by simply rolling the envelope towards the opposite side of the rim. To replace the tire on the rim insert the thickest part of the oval edge first,

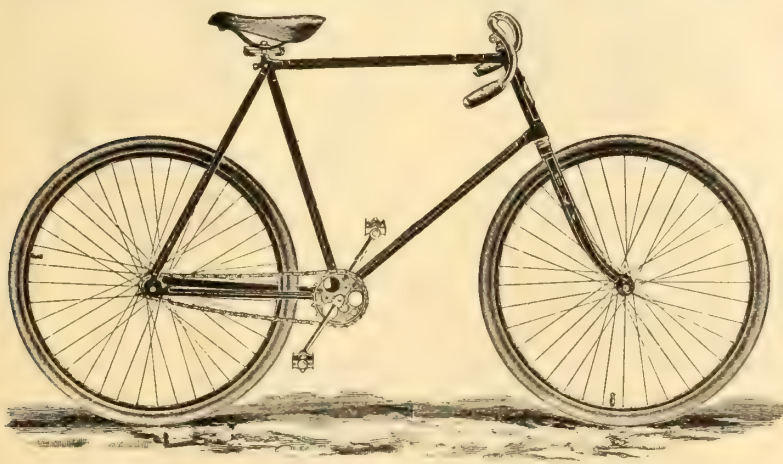


from which position it can be pushed into its proper place with the thumb. When the edges are in position the tire can not be pulled off by any strain exerted on the envelope in any direction, as the tendency of the edge is to unwind when the fabric is strained, and as that part of the edge on which the strain comes is farthest in the recess, the depths of which will not admit of the edge being turned, it is naturally pulled against the outer radial wall of the recess, and at the same time forces the free or unattached part of the edge against the outer wall laterally, thereby forming two points of contact—a very essential feature as it will not allow the tire to "creep."

Another important point, which also insures the tire against "creeping" is the manner in which the wire is bent. The edges of the tape-like strip are practically continuous, and yet they have terminals at every one-fourth of an inch, so that each small division bears its share of the strain independent of its neighbor. The edge expands and contracts longitudinally and is flexible in every way excepting in its own plane in cross section.

### THE ECLIPSE.

The Eclipse Mfg. Co. take a good deal of pride in their Eclipse Special for 1895. This wheel weighs twenty-one pounds, has twenty-eight-inch wheels, is fitted with wood or steel rims, with cemented or detachable tires.

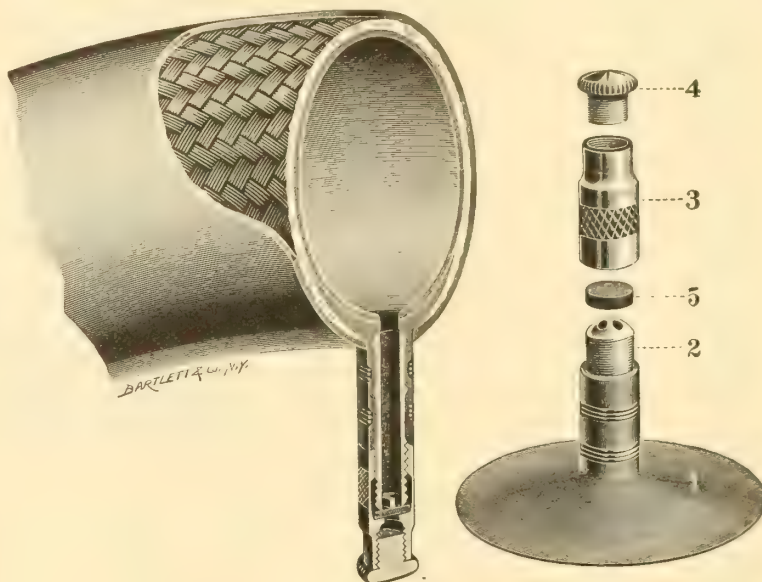


Its tread is  $4\frac{3}{8}$  inches. It is also fitted with Eclipse patent double ball bearings on the crank boxes, and the Eclipse new pattern sliding seat post. It has other special points which this company believes will bring it to the front as a '95 product. Its list price is \$125.

For a 2-cent stamp the Overman Wheel Co. will send the little pamphlet, "Woman and the Wheel," by Dr. Lucy Hall Brown, mentioned in THE BEARINGS last week.

### THE NEW YORK TIRE.

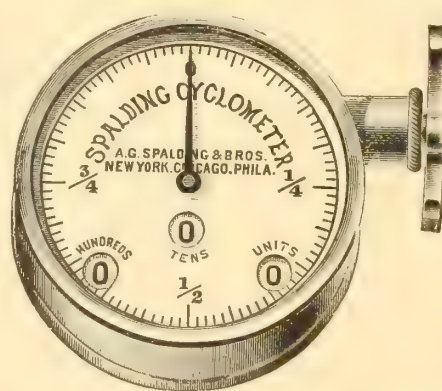
The construction of the New York tire, like the high-grade bicycle, is "interchangeable,"—that is, any part can be renewed without renewing the whole. First, the air tube and valve; second, the patented constrictive fabric tube or restraining jacket, enveloping the air tube; third, the cover or wearing shoe, cemented to the fabric tube. The air tube is made with pinched ends, properly reinforced by an extra thickness of material to prevent bursting. The fabric is patented, and is of a peculiar weave, which equitably distributes all the strain and prevents bursting. Its constrictive



feature causes it to contract under inflation, and gives a firm grip on the rim of the wheel, and therefore does not allow the tire to stretch. The entire strength of the thread is retained, as the fabric is not subjected to vulcanizing heat. The cover is a band of rubber lined with "cotton duck" that is solutioned to the fabric tube, and which serves as a wearing shoe only, and is not intended or required to withstand any air pressure. The cover is made in several thicknesses, according to the weight of the tire. The valve is one of the simplest and most practical on the market, having the fewest possible parts. The New York tires list at \$12 per pair, and range in weight from  $1\frac{1}{2}$  to  $3\frac{1}{2}$  pounds.

### THE SPALDING CYCLOMETER.

The Spalding cyclometer for 1895 is greatly improved, and without



doubt one of the cheapest on the market. This is the fourth year of the Spalding cyclometer, and the improvements are many. For accuracy, simplicity, and durability it can not be surpassed. It registers 1,000 miles and repeats. Price \$2.

### Henry Sears & Co. Preparing for 1895.

Henry Sears & Co. have been delayed in getting out their 1895 catalogue, but expect to have it ready very soon after the holidays. They

will continue to sell the Phantom, Specter, and Crow wheels, listing them all at \$100 each, and varying the discount according to the make. They intend to have their prices as low as any line offered, and will introduce a number of valuable improvements. They want a good agent in every city and town, and have decided that it would be better to give their regular customers an opportunity first, before scattering catalogues in a broadcast way.

Through a mistake in the composing room the advertisement of the Buffalo Wheel Co. last week read: "Call on us at spaces 14 and  $14\frac{1}{2}$  National Cycle Exhibition, Chicago." This is the space assigned to the Buffalo Cycle Co. The Buffalo Wheel Co. have no space at the show, but will exhibit their '95 wheel at the Leland Hotel during the show, where Niagara agents will be royally treated.

S. F. Heath Cycle Co., of Minneapolis, Minn., beg to say that in view of facts lately come to light, it becomes necessary to announce that no one has been authorized or is in a position to quote or sell to the jobbing trade their Heath ball valve pump and universal coupling. \* \* \*

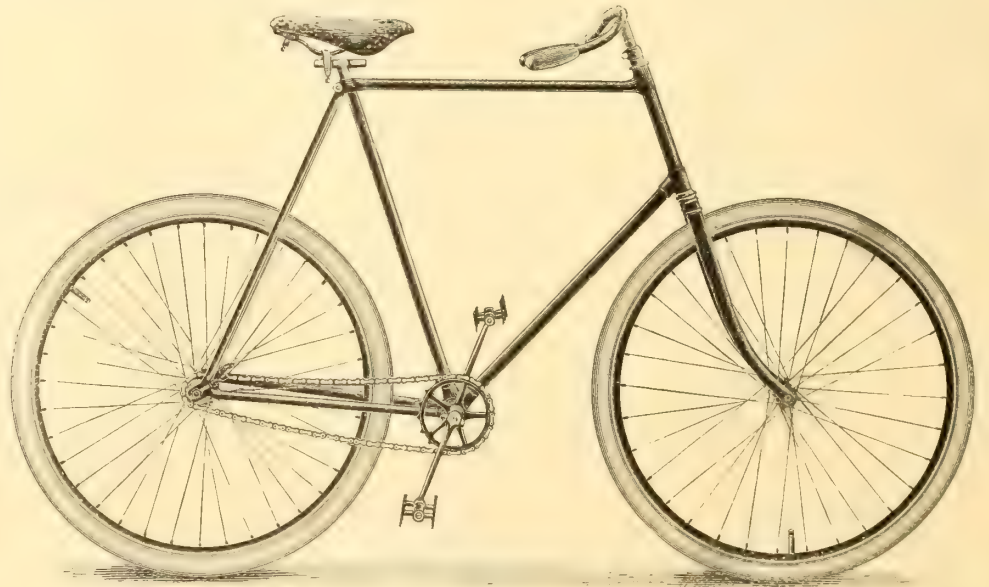




Write for  
Catalogue.

Mention The Bearings

Gales  
Agencies  
Lend  
Easy  
Success.



## Handle The Gales for '95

and you will find them the best sellers of the year. If you wish to have the agency for a line of wheels up to date in every respect, with new and desirable features, of high-grade and popular price, **drop us a line** and our agent will call upon you.

Gales Special, 21 lbs.	\$90.00
Gales Roadster, 24 lbs.	80.00
Gales Ladies' 25 lbs.	85.00

Gotham Diamond or Drop Frame, Pneumatic tires, wood rims	
28 inch 27 pounds	\$60.00
26 inch 24 pounds	50.00
24 inch 23 pounds	40.00

Agents for Sterlings in Eastern New York.

SCHOVERLING, DALY & GALES,

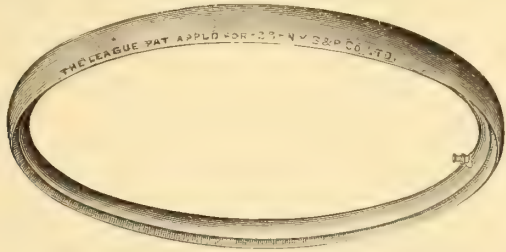
302 Broadway and 84 Duane St., NEW YORK.

Mention The Bearings



### THE LEAGUE TIRE.

The New York Belting & Packing Co. are very proud of their League tire, which they claim is as near perfection as a tire can be. It is vulcanized

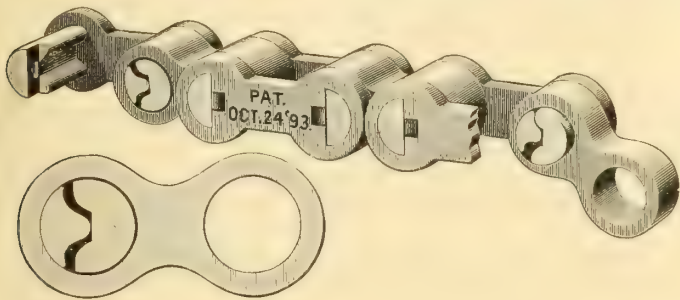


*The League Tire, deflated.*

by an improved process, and it is now one of the best inner-tube tires on the market. It will not twist or leave the rim when deflated, and is easy to true to any crescent rim, even before inflation, owing to its elasticity and somewhat flattened shape. It is fitted with the Schrader valve. The regular road tire weighs from  $2\frac{2}{3}$  to  $3\frac{3}{4}$  pounds to the pair, the road racer two pounds, and the racer  $1\frac{1}{4}$  pounds.

### The Morse-Roller Bearing Chain.

The Spaulding Machine Screw Co., of Buffalo, are booming a new chain which they have just brought out. Their western representative, A. G. Crosby, was in THE BEARINGS' office last Monday showing the new chain. It is called the Morse roller-bearing chain, and is guaranteed not to

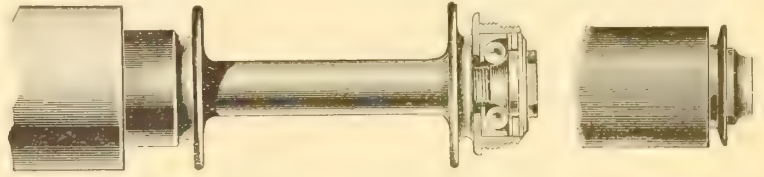


stretch even 1-16th of an inch after a season's use. The chain has been sub-

jected to the hardest tests and has come out triumphant. Mr. Crosby has already booked several large orders from western makers. Visitors to the Chicago show should not fail to view the Morse chain.

### Are Used in the Envoy and Fleetwing.

The hubs used by the Buffalo Cycle Co. in the construction of the Envoy and Fleetwing are turned from the solid bar with a cup inserted



that is also turned from the bar. The cones are made of special steel, thoroughly tested. The bearings are dust-proof. The accompanying cuts show the cups, cones, front and rear hubs.

J. C. Merwin, of Hulbert Bros. & Co., New York, has patented a cycle brake which is a new departure from any yet seen. It is applied to the rear wheel, and the rider, while having his feet on the pedals, and his hands on the handle-bar, can apply the brake by moving backward on the saddle, and pressing against a support which is at the rear of the saddle, which presses downward, applying the brake to the rear wheel. It is attached to the rear fork and works very effectively. It adds about nine ounces to the weight of the machine, and is considerably lighter than the average front wheel brake.

"Say, don'tcher want to spiel wid us?" wrote Kirk Brown as he sent THE BEARINGS an invitation to the annual ball of the American Dunlop Tire Co. The dance will be held in Tammany Hall, on Fourteenth Street, between Third Avenue and Irving Place, New York, on Friday, February 1.

The "dissected Keating" is a very unique and handy dictionary of the parts of a modern wheel. Wm. B. Osgood, manager of the Keating Wheel Co., of Holyoke, Mass., has several other novelties which he will introduce for the Chicago and New York cycle show.

An unusual advantage which the agents for the Western Wheel Works have is that the Crescent line is absolutely complete, so that they can fill any order they may receive for a bicycle for man, woman, or child. \* \* \*

WE WOULD BE PLEASED TO SEE YOU AT THE

# Chicago Cycle Show

....SPACES 26 AND 27....

Come and Bring Your Friends

### SELLING AGENTS:

The E. C. Meacham Arms Co., St. Louis, Mo.  
Studley & Barclay, Grand Rapids, Mich.  
H. T. Conde Implement Co., Indianapolis, Ind.  
Wm. H. Cole & Sons, Baltimore, Md.  
The Geo. Mayer Hardware Co., Denver, Colo.  
A. H. Pomeroy, Hartford, Conn.

## The Black Mfg. Co.,

ERIE, PA.



Jarrington Conn. Nov 30/94

My Dear Bright & Early.

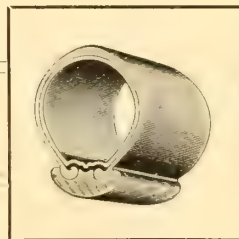
Gentlemen:  
Yours. most order need  
many thanks in you have done well  
now is the time to do the  
missionary work and lay the  
foundation for future business.

Your competitors who wait until  
the Cycle Show will see their mistake  
when it is too late you are made  
of the right material. Success to you  
Yours truly The East River Tire Co.

TILLINGHAST  
DETACHABLE  
TIRE

THE MOST

POPULAR



TIRE ....

...BY A...

GREAT DEAL

Tillinghast  
Mfg.  
Co.



## AMERICAN FEATHERWEIGHTS AGAIN.

The editorials in the *Irish Cyclist* about American wheels are rousing up the makers in this country. The Stearns is the latest wheel that the *Irish Cyclist* has criticized, It says:

A considerable amount of attention has recently been directed toward the American featherweight roadsters, which are reported to scale from twenty-one pounds upward and to withstand a reasonable amount of hard work. While discussing the question of the weight of the '95 pattern Swifts with R. L. Philpot, one day last week, the subject of American machines was introduced, and he hotly maintained that in no respect whatever were American firms ahead of English. In proof of his contention he produced the catalogue of E. C. Stearns & Co., of Syracuse, who sell about the highest priced and lightest machine on the American market. Selecting their lightest road racer he there pointed out the catalogued weight namely, 21½ pounds. This seems abnormally light until analyzed. It includes, however, very narrow wooden rims, and an exceedingly light American tire, difficult to repair and unreliable. With G. & J. or Dunlop tires and steel rims, the weight is specified at twenty-four pounds.

Going back to 1890, the writer, who scales nearly thirteen stone, had a Humber racer built for him under Mr. Philpot's direction which scaled twenty-three pounds. This machine was ridden on the road with impunity. Since then hundreds and hundreds of machines have been ridden on the road in England weighing under this, and, in fact, there is not a first-class maker in the trade who could not, under similar conditions, turn out a road-racer as light as any American one which would stand as well.

English makers very wisely prefer not to force these featherweights on the public, knowing full well that they require great care and skillful riding. They can be had, however, and for '95, standard road-racers will weigh from twenty-three to twenty-seven pounds.

For ourselves we should fix 25½ or twenty-six pounds, without gearing, as a reasonable weight, and in most cases a machine this weight will not only stand better than a twenty-three-pounder, but will actually prove faster. In America such a mount would come out at twenty-three pounds.

Here is a letter E. C. Stearns & Co. wrote the *Irish Cyclist*:  
IRISH CYCLIST, No. 49 Middle Abbey Street, Dublin, Ireland.

Dear Sir: In November 14th issue of your valued paper, on page fifty-six, under caption "AMERICAN FEATHERWEIGHTS," we notice an article referring to our wheels. This article states that the weight of our lightest road wheel, the Stearns Special, is brought down to 21½ pounds by use of very narrow wooden rims and an exceedingly light and unreliable tire. We desire to call your attention to a few facts in this connection which we trust you will do us the justice to publish in an early issue of your paper.

First—The Stearns Special is not a "road racer." It is a practical road wheel, and as such is the favorite and everyday mount for numbers of American riders of all weights; in fact, we know of a great many riders of over 200 pounds who have ridden their Specials constantly during the past season. The rims on the Special are not "narrow" and are not lighter than are used on our heavier weights of wheels. They are identically the same thing. The tires, of course, weigh less than the G. & J. or Dunlop, but the difference in weight is largely in the rims. The rims and tires used on the Special are entirely practical, and furthermore, "reliable," as evidenced by the fact that 99 per cent of the wheels sold by us have cemented tires and same style of rims used on the Special.

The fact that over three-fourths of our product were 21½-pound wheels; that they gave the utmost satisfaction, is sufficient proof that the details of our machines, particularly in respect to the problem of placing material at points where it is needed and lightening up those parts which do not require to be so heavy, is in advance of the English makers. We know of no English wheels in which this extreme care is given in the placing of the metal at points where it is most required. It is not a fact that these light wheels require great care and skillful riding. They are built rigidly and will stand any amount of abuse. We could cite cases where light wheels have been ridden constantly over our American roads, the wheels being so very light that it might create doubt as to the correctness of the scales which weighed them. The confidence with which what you call "featherweight machines" are received by the American public is well illustrated by the fact that in the public announcement of 1895 product of different American makers, it will be noticed that the weights of road wheels have been materially lessened on the average, and we presume the American wheel for 1895 will not average more than from twenty-one to twenty-five pounds, while indeed there will be large numbers of safe and practical machines suitable for ordinary riding at less than those weights. The fact that English makers are holding to more conservative ideas, on account of weights, is proof positive that manufacturers in this country are in advance in the art of cycle building.

Very truly yours,

E. C. STEARNS & CO.,

H. E. Maslin.

### Recent Patents.

- 526,543—Bicycle-support; William H. Scott, Toledo, Ohio. Filed September 11, 1893.
- 526,545—Velocipede; Edward C. Stearns, Syracuse, N. Y., assignor to E. C. Stearns & Co., same place. Filed February 12, 1894.
- 526,556—Ice-velocipede; Dan G. Bolton, Cooperstown, N. Y. Filed November 22, 1893.
- 526,572—Pneumatic tire; Dell M. Hawes, Ortonville, Minn. Filed April 28, 1893.
- 526,622—Wheel; Howard P. Garland, Petaluma, Cal. Filed December 27, 1893.
- 526,670—Spindle; Fred M. Garcelon, Lewiston, Me. Filed July 22, 1893.
- 526,680—Arming bicycles for military purposes; Achille Briere, Rouen, France. Filed March 12, 1894. Patented in France.
- 526,713—Suspension-rim for vehicle wheels; Edward B. Killen, Belfast, Ireland. Filed April 21, 1894. Patented in England.
- 526,745—Ice-velocipede; George Riexinger, Buffalo, N. Y. Filed February 1, 1894.
- 526,770—Velocipede; William C. Foster, La Crosse, Wis. Filed June 7, 1894.
- 526,832—Trolley-cycle; Henry L. Gardner, Springfield, Mass. Filed January 16, 1894.
- 526,846—Armor for pneumatic tires; Samuel M. Schindel, Hagerstown, Md. Filed March 5, 1894.
- 526,882—Pneumatic tire; Charles K. Welch, Coventry, England, assignor to the Pneumatic Tire Co., Limited, Dublin, Ireland. Filed May 16, 1894.
- 526,977—Tire-tester; John Liefbroer and John Tenodillen, Oostburg, Wis. Filed October 27, 1893.
- 527,041—Ball-bearing; Wildsmith Badger, London, England. Filed April 16, 1894.
- 527,097—Pneumatic tire; Ernest W. Young, Michigan City, Ind. Filed May 8, 1894.
- 527,130—Pneumatic tire; Jules E. Senechal, Paris, France. Filed January 25, 1894. Patented in France.
- 527,135—Bicycle; John G. Ziegler, Reading, Pa., assignor to the Relay Mfg. Co., same place. Filed October 16, 1893.

1527-53—Sprocket-wheel; Peter D. Murphy and Edward Kolb, Lockport, N. Y. Filed February 5, 1894.

527,345—Method of manufacturing metallic rims for bicycle wheels; Charles H. Pugh, Birmingham, England. Filed May 28, 1894. Patented in England, Germany, France, and Belgium.

527,349—Pedal for bicycles; Salvatore Scoagamiilo and Christopher Dominici, Richmond, Va. Filed July 11, 1894.

527,361—Enameling metal-ware; Hubert Claus, Thale, Germany. Filed November 18, 1893.

527,384—Bicycle-pedal; Charles H. Davids, Brooklyn, N. Y. Filed November 16, 1893.

527,396—Bicycle; Charles B. Whitaker, Charlotte and Edward D. Lyon, Carson City, Mich. Filed August 26, 1893.

Trade Marks.—25,227.—Lubricant for bicycle and other chains; Leonard N. Swift, Provincetown, Mass. Filed August 14, 1894. Essential feature the words "Hot Stuff."

## THE NEW NATIONALS.

The National Cycle Mfg. Co.'s line for 1895 will consist of six machines, each built for the special service required of it. The racer weighs seventeen pounds, and has all the features which made it a distinctive wheel in

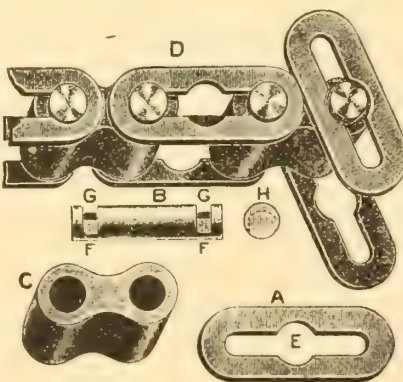


G. N. JORDAN.

'94, as well as the new improvements which the manufacturers will offer to the riding public. In this wheel each rider's individuality will be permitted to be shown, especially in the manner of decorating the wheel. While the weight has been reduced three pounds special attention has been paid to retaining perfect rigidity under all circumstances. The Model D light roadster will weigh nineteen pounds with all of its equipment except the tires; with tires it will weigh from twenty-one and one-half to twenty-two pounds. The ladies' drop frame, into which some specially new features have been introduced, will weigh twenty-four pounds all on. The National ladies' diamond frame with twenty-six-inch wheel and twenty-two-inch depth of frame will weigh twenty pounds. In addition to these special wheels will be one of twenty-seven pounds for heavy and rough road riders, a light wheel with twenty-six-inch depth of frame, and another of twenty-two inches. All machines turned out by the National Cycle Mfg. Co., of Bay City, Mich., will be equipped with the National improvements and will be of the same grade. Only one quality of machine is turned out, and no expense is spared to make this the best. The entire line will be sold for \$100, excepting the racing machine, which lists at \$125. The National catalogue will soon be ready for circulation. George N. Jordan, formerly with the Royal Cycle Works, now represents this firm on the road.

### The Baldwin Chain.

The Baldwin adjustable chain, made by E. A. Baldwin, of West Upton, Mass., is something new on the market. A glance at the accompanying cut will explain the chain.



"A" is the slotted parallel side link. "B" is the barrel stud connecting the parallel side links to each other through the central block "C." "H" is a section of barrel stud, dotted lines showing the cut out for adjustment. "E" is a sufficient enlargement of the slot in each side link to allow of the removal of the link over the head of the barrel stud, in order that the stud may be removed from the central block, or may be reversed in the slot of the side-link. The reason for this reversal of the stud arises from the fact that as the chain wears in use it lengthens, and thus loosens, rattles, and no longer fits the sprocket wheels. The manner in which the invention provides for re-tightening the chain and making it again fit the sprocket wheels, is seen by reference to "B," wherein "FF" are flat parallel slots, in which fit the inner edges of the side link "A," sufficiently close to prevent the stud "B" from turning while in use, thus making the wear all come on the long bearing in the central block. "GG" are rounded slots, about one thirty-second of an inch in depth, to receive the inner end of the side link "A," when the chain is new, and before it is slackened by wear.

When the chain has become slack by use, one or more of the barrel studs may be turned half-way over, so that the unslotted side will bear against the inner edge of the side link "A." Each barrel stud thus turned shortens the chain the depth of the slot "G," and tightens it to that extent, thus restoring the chain to its former "pitch," and making it fit the sprocket wheels the same as it did when new. "D" is a section of the chain showing the method of assembling.



## BRIEF MENTION.

C. A. Boyle, one of G. & J.'s traveling men, is laid up for a couple of weeks with a sprained ankle, at his home in Pittsburg, Pa.

Labadie Bros., of Galveston, Texas, have moved into the new Labadie Building. They handle Waverleys and are looking for a \$100 wheel.

"Just a little reminder" is the title of a wee booklet issued by A. W. Gump & Co., of Dayton, Ohio, in which the fine points of the Crescent are told.

The Pueblo Hardware Co., of Pueblo, Colo., have taken the agency for the Pope Mfg. Co.'s line. Their bicycle department will be in charge of Harry F. Nash and Fred L. Hawes.

The '95 catalogue of the Winton Bicycle Co. is one of the neatest of the season. Besides an illustrated description of the Winton, they give pictures of every style of bicycle since the birth of cycling.

Unfortunately the name of the Keating Wheel Co. was omitted from the list of exhibitors at the Chicago show. Manager Osgood writes that an elegant display of the eight new Keatings will be made in Space 17.

The Eclipse Bicycle Co.'s catalogue for 1895 is gotten up in very tasty style. The usual description of the different models and well executed half-tones of the different tests put to the Eclipse, make it more than interesting.

Zimmerman toe-clips will in future be made and marketed only by the George Pearce Co. or their agents, they having bought from Zimmerman the exclusive right to make or sell these popular clips, so universally used by racing men.

The Ariel Cycle Mfg. Co. write the Eastern Rubber Mfg. Co. that they have listed the Rex tire as one of their standard tires in the mechanical description of each machine in their catalogue. These are the only tires that they recommend.

Williams & Matthews, of Rutland, Vt., have dissolved partnership, A. C. Matthews continuing the business, and he expects to make a special line of wheels for the local trade, and desires to correspond with makers of parts, tires, and sundries.

The Christmas number of *Cycling*, of Philadelphia, is more than interesting. Good stories from the pens of E. H. Wilcox, "President" Bates, and George L. Sullivan; "living pictures" of the principal racing men, and trade "write-ups" make an excellent book for the holidays.

Another important tire deal has been consummated by the Gormully & Jeffery Mfg. Co. The Western Wheel Works has been licensed to make G. & J. tires. R. Lindsay Coleman says that the G. & J. will be the only detachable tire which will be supplied on Crescent bicycles, and he expects to use 20,000 pairs during 1895.

The Fenton Metallic Co., of Jamestown, N. Y., failed to get space at the Chicago Cycle show and therefore have secured elegant quarters at the Palmer House, where they will exhibit a fine line of wheels. Visitors to parlors 214 and 216 will be royally entertained by A. Gilbert, Jr. and E. C. Patterson. A handsome souvenir will be given away.

The bicycle which was offered as first time prize in the Keidel ten-mile road race Thanksgiving Day, and which has been extensively advertised as having been won by L. A. Callahan in the fast time of 24:28½, was really won by Charles A. Church, who was not given any position at all in the finish, although proven to have finished before Callahan. The wheel has been awarded to Church, who rode a No. 10 Rambler in the race.

The Thorsen & Cassidy Co., of Chicago, will manufacture a line of wheels of their own next year. For high grade wheels they will have the nineteen-pound Thorsen special, listing at \$100. Their other wheels will be the Thorsen and the ladies' Thorsen, at \$85; the Wabash Nos. 1 and 2, listing at \$60; Wabash No. 4 at \$50; and the Wabash Nos. 5 and 6, listing at \$40. Cuts and a fuller description of this line will appear in another issue of THE BEARINGS.

There is much excitement at 276 and 278 Wabash Avenue, and Cycle Row is getting interested. The Excelsior Supply Co. has a small army of carpenters and workmen getting the room ready for the grand opening January 1. When finished, the store will be one of the finest in the city, as Mr. Robie has spared neither time nor money to make it the banner store on the Row. C. H. Plumb will look after the cycle department, and, as usual, will be busy with his friends.

American-made cycle lamps have long been a specialty with the George Pearce Co., who are now fully settled in their new factory at Freehold, N. J. The company is making five styles of lamps at present: Midget, Gemlight, Beacon, Jupiter, and Cyclight, all of which are well known, and all of which have been greatly improved for this year's trade. The company's office and salesroom is at 17 Warren Street, New York, where the sales manager, Mr. Beaconnon, can be found.

## LELAND HOTEL, Chicago.

Change of  
Management...

THE LELAND is situated at head of Michigan Blvd. and Jackson St., overlooking Lake Michigan, two blocks from business center and Battery D. Head-

quarters for all bicycle men. Large sample rooms to show goods. Steam heat and electric light in every room.

It is not generally known that the Excelsior Supply Co. furnishes most of the sewing machine oil used in America. This, however, is a fact, and this company is now bottling an extra fine quality of both lamp and lubricating oil. It is known as Excelsior oil.



## SAVE YOUR WHEEL

By oiling it properly with the best oil can in the world, the  
"PERFECT" POCKET OILER.



FULL SIZE.

This oiler does not leak. It regulates the supply of oil to a nicety. The "PERFECT" is highest grade only, and has won every competitive test. Although many oilers were shown at the World's Fair, the "PERFECT" received the only medal awarded. PRICE 25c. EACH.

Oiler Holders or Pump Holders, 25c. each. "STAR" Oilers, second to none but the "Perfect," 15c. each. CUSHMAN & DENISON, 172 Ninth Ave., N. Y. MENTION THE BEARINGS.

## The Everett House

is headquarters for all  
bicycle travelers.

Everett House, Union Square and 17th St.,  
NEW YORK.

Universal approval and support has been accorded "Artman's Cycle Trade Directory." Universal use hatur ally follows. A Trade Directory in universal use for an entire year offers unequalled opportunities for an advertiser to keep his name continually before prospective customers. Nothing so direct, effectual, and lasting.

CAN YOU AFFORD  
OPPORTUN-

Names of firms order-printed in heavy type; cloth, \$5.00; sample pages application.

CYCLING PUBLISHING CO..

Also publishers of "American



TO LET THIS  
ITY GO?

ing book now will be 400 pages, bound in and advertising rates on

1018 Chestnut St. (Room 20), PHILADELPHIA.

### Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind. 16

### Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women, and even old men, would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill. 16

### A Very Popular Train

on the Chicago, Rock Island & Pacific Railway leaves Chicago, daily, at 10 p. m. It is called "The Big Five," is only one day out, and passengers arrive at Denver, Pueblo, or Colorado Springs early the second morning. The "Rock Island" has become a popular Colorado Line, and the train above referred to is Vestibuled, and carries the "Rock Island's" excellent Dining Car Service. JNO. SEBASTIAN, G. T. & P. A., Chicago, Ill.



# THE BEARINGS

Vol X  
No 23

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, JANUARY 4, 1895.

## DUCKER RE-ENTERS POLITICS.

**He Will be the Next Chairman of the New York State Racing Board—What He Thinks of Modern Racing.**

BUFFALO, N. Y., Dec. 31.—Henry E. Ducker, organizer of the Springfield B. C., and of the famous Springfield tournaments, but now a resident of Buffalo, will be the next chairman of the New York state division racing board. The tip came from New York that Mr. Ducker was practically appointed, and a representative of THE BEARINGS called at his home on School Street relative to the rumor. Mr. Ducker was not at all averse to state the facts, and admitted that he would receive the appointment.



HENRY E. DUCKER.

"In fact," he said, "the appointment to the chairmanship was offered to me by letter by Chief Consul Isaac B. Potter about two weeks ago. I replied that I would be pleased to accept the office, subject, however, to certain conditions. To this reply I have as yet received no official answer, but the appointment will be forthcoming in the due order of business.

"The offer came to me entirely unsolicited, as I had no intention of getting into harness again, but, of course, in view of my appointment, I will discharge the duties of the position to the best of my ability.

"Personally, I think Buffalo will be greatly benefited by having the office of chairman of the state racing board located here. It will give the city a prestige in racing circles to which it is entitled. It will also serve to bring the League into greater prominence among the lay cyclers, and will undoubtedly result in great increase in the local membership. To think that but seventy-five out of a total of 15,000 wheelmen resident here are members of the L. A. W. seems ridiculous, but it is a fact, and it is safe to say that under the Potter-Underhill-Bull regime the number will be greatly increased before the close of next year."

Mr. Ducker talked entertainingly on the needs of Buffalo. One of the first requisites, he said, is

### A Strong Association of Cycling Clubs.

but heretofore such an organization has been an impossibility owing to foolish jealousies existing between the Press C. C. and Ramblers B. C., the two major cycling clubs in the city. At the club elections a few weeks ago, both clubs elected officials who are bent upon placing the clubs on a friendly footing. This is just what Mr. Ducker was waiting for, and he has already invited the presidents of the two organizations to meet him so as to talk over the feasibility of forming a strong association. If this can be successfully accomplished, a track scheme will be the next thing in order. Regarding a track Mr. Ducker said:

"Buffalo certainly should have a track, and one that is as good as any in the country. It would be a paying investment; there is no question of that. Look at Waltham, a small town several miles distant from Boston. Manager Bradstreet spent \$40,000 on the now famous Waltham track and grounds, and he has paid for it with the profits of the past year. I have been in the game for fourteen years, and think that I am capable of forming an opinion as to the possibilities of a proper course in Buffalo. I know that it can be made to pay, and to pay the stockholders handsomely at that. It would take about \$100,000 to build a first-class athletic park with a record-breaking track, football gridiron, baseball diamond, commodious grandstand and bleachers, gymnasium, and training quarters, including the land; in fact, a park such as was under the consideration of Boston investors a

short time ago. It seems a big sum of money to expend, but it would yield a paying return every year. While I was in harness at Springfield I cleared \$20,000 in two years on the tournaments, which were, and are now, famous the world over. The idea of such a track for Buffalo has been in my mind a long time, but I have taken no active steps toward the realization of the project. Now, however, if local people interested in the sport wake up a bit, I may go ahead."

With the veteran pushing matters along, the prospects for a good track in Buffalo are brighter than they have been for many a day. On the all-absorbing professional question, Mr. Ducker has, as he has had for years, very positive opinions. "The League will have to take control of professional racing in course of time. It will not be in '95 or '96, but mark my words, in 1897 the L. A. W. will control the out-and-out pros. I advocated this, or rather a three class rule, pures, promateurs, and professionals almost ten years ago, and embodied my ideas in the A. C. A., but the time was not quite ripe in those days.

### Handicaps Are Also Doomed.

"The time will come, and very soon at that, when all events will be class races. In such a classification the contestants would be evenly matched, and the races would be much more exciting than they are at the present day. These suggestions were also embodied in the A. C. A. constitution in 1886. I am afraid that I always was about ten years ahead of the League, as all my predictions made a decade ago are now coming true.

"Regarding the next national chairman of the racing board, I think George Gideon will be the selection. Oh, he is the man for the place, and I think he will make as good an officer as was Howard E. Raymond."

"Old Probs" put a sudden stop to the Callahan record trials, and also the prospective match race between the Globe and Stearns quadruplet teams. Last week the Globe team went out to watch the Stearns machine pace Callahan, and in returning to the city the two quads had a friendly brush on the asphalt. One morning paper got hold of the item, and stated that the Globe machine had outridden the Callahan four. This roused the ire of the latter quartette, as they claimed that they had made monkeys of the Leonert or Globe contingent. The air was sulphurous with the bickerings of the two teams, and finally the Stearns riders issued a defi to ride the other quad a mile straightaway for a suitable trophy, under a time limit of 1:45. The challenge was accepted, but the coming of snow declared the race and all bets off. The Stearns machine was immediately shipped back to the factory, but the yellow fellows are still a bit warm under the collar, and want a race next spring. They will probably be accommodated.

### Eddie Bald Celebrated Christmas

in a manner characteristic of the open-hearted and genial little cannon Bald. On December 25 he called his mother, brothers, and sisters together and presented diamonds to each of them. To say his relatives were surprised would be putting it mildly indeed—they were thunderstruck. Two manufacturers have been after Ed to change his mount, but it is dollars to doughnuts that "the boy" will stick to his old love—the Columbia. Goehler, the ex-blue rimmer, still avers his determination to permanently retire from the path. He says he is much better satisfied with his foremanship in the Cary Safe Co. than with the free and easy life of a circuit chaser. But to Adolph the following well-known ditty applies very well.

*Oh, Jane, Jane, you don't seem the same,  
When you left the village you were shy;  
But, alas and alack, when you came back,  
There was a naughty little twinkle in your eye.*

Now, that straightaway record trials are impossible, cheery little Louis Callahan spends his time clipping coupons and selling scalper's railway tickets. The chances are that Louis will be seen astride of a new wheel next year. The Humber & Co., America, have made him an offer, and Dirnberger has ventured the opinion that Louis would make a good man for the Shapleigh stable. Charley Callahan will probably resign the life of single blessedness and take unto himself a life partner before spring, and the chances are that he will retire from the path.

Half a dozen local riders with more pluck than sense will leave Buffalo at midnight tonight to ride centuries through snowbanks over the Dunkirk and Le Roy courses. Whether they will succeed or not is a mooted question, but the chances are that some rural coroner will be called out to view several frozen cadavers early New Year's morning.



## SANGER'S INTENTIONS.

**The Big Un Has Not Yet Signed for '95—Negotiating With the Humber, Spalding and Union Companies—Milwaukee News.**

MILWAUKEE, WIS., Jan. 3.—It has been reported here during the past few days that Walter C. Sanger has signed a contract to ride the Humber next season. The report is said to be based on good authority, but the rider himself denies the truth of the statement. A correspondent for THE BEARINGS called at Sanger's house several nights ago and was informed that he had just left to attend a party on the east side. When the reporter called there Sanger was found in the midst of a bevy of pretty girls, and judging from his smiles, he was enjoying himself. He looked as fresh as a rose and is in splendid condition. In answer to a question if he had signed a contract he said:

"I am now negotiating with several houses and expect to close a deal within ten days. There is no truth in the rumor that I have agreed to ride a Humber wheel, although I am negotiating with the company, as well as the Union and the Spalding people. The representative of the Spalding company left me here today. I have not made any arrangements and closed no deals."

"When will you go into training this year?"

"That I have not decided upon, but it will probably be sometime in April. I can not say where I will train or who will be my trainer. It all depends what wheel I ride. I may have Dumbleton again if I ride the Union wheel, but if I ride for Spalding I will train under their regular trainer."

"Will you stay in Milwaukee all winter?"

"Yes; it is too late now to go for records."

"Will you ride more for records than you did last season?"

"Well, I will ride in races chiefly next season, but later on I intend to take a hand at records. I missed my chance this year."

"Is there anything in the report that you may turn professional?"

"Well, not just yet. You see all those things depend on the rules laid down by the League, and until after the meeting in New York we can not say just what is likely to happen. I see that Tom Eck has a scheme to allow

### Class B Men to Race for Gold Medals

put up by the League. I think that is a good idea. We will know just what we are getting then when we win a race. But of course if we are not allowed to sell the gold there will be little in it for us, as the gold itself is of no value to us."

"Who will be the speediest man next year? Will Johnson show up in as good form?"

"I think he will."

"What do you think about Ziegler?"

"I think he has performed his best, and will not show up as he did this year."

Sanger began to look as if he wanted to take a hand in a game of cinch that had been proposed, so the reporter made his exit. He is of the opinion that next year the number of riders in Class B will be greatly increased on account of a number of teams that tire and saddle manufacturers will put on the track. During the winter he will spend much of his time skating on the river. He is considered one of the speediest men on the ice, and several years ago there was some talk of pitting him against the fast men of the northwest.

It is a strange fact, nevertheless the truth, that since the bell ordinance was passed in this city, where every rider must now sound a bell when twenty feet from a crossing, that more accidents have occurred than ever before. Riders still continue to use their wheels here. It has been observed here that when a wheelman gets into close quarters on a crossing down town and rings his bell, confusion immediately insues. If the rider turns to the right to avoid the pedestrians, one will run into him, and if he takes the other side, somebody will lose his presence of mind and

### Run Ahead of the Bicycle

and try to get across the street before him. Invariably a collision follows and then the poor cyclist is blamed and cursed. Before the ordinance was passed a rider softly stole by and disappeared before the pedestrian had time to realize that a mounted man had passed. The ordinance is now hanging fire in a committee room in the council chamber of the city fathers. When it was passed a howl was let up from the wheelmen because the ordinance was defective as it did not regulate any speed and was therefore useless. It was then referred back to a committee which was instructed to confer with prominent wheelmen and see what the local riders desire.

Club elections are now beginning to occupy the attention of the local wheelmen. The annual election of the North Side Club will be held this week, while that of the Milwaukee Wheelmen will be held in the near future. The Mercury Club's election was held some time ago. The election of the Badger Wheelmen will be held this month.

Now that all out door sport is passed, club members are beginning to cling closer to their clubhouses than they did during the summer months. Plans for winter amusements are being made in all clubs. The North Side Club has appointed a special committee to get up another pool tourney in January, the same as was played last October. Several medals will be awarded. The Milwaukee Wheelmen also have several crack pool players in the club, and have arranged a tournament of pool and billiards which

will begin this month. The club in former years has also given minstrel shows, with much success, and it is now considering the advisability of holding a performance again this year. The Mercury Club will give their annual masquerade on the 12th inst., while all the other clubs have planned socials and parties for the next several months.

While the question of better roads is being agitated here, some people are beginning to discuss what pavement is the best for general use. During the last few weeks all sorts of questions have arisen. The Wisconsin Humane Society is out

### Against Stone Pavement

on the ground that it is injurious to the horses' hoofs. The wheelmen also have objection to this rough pavement. Asphalt pavements, the pride of cyclists, are being condemned here for several reasons. Owners of large shade trees have raised the point that it prevents trees from growing. It is also asserted that it is too slippery in winter, and that accidents to horses are sure to follow. But the wheelmen are trying to talk these notions away and are working harder than ever for asphalt pavements, a number of miles of which will be laid in this city next summer.

Politics will probably occupy the attention of wheelmen more in the future than in the past. Matters in this state have gotten to such a state of affairs that wheelmen are asserting their rights, and at the next session of the Legislature will demand the passage of certain laws favorable to better highways. This is sure to lead the riders into politics and the outcome of the question in the spring campaign here is being watched with some interest.

The following is the corrected list of state records: Class A.—Quarter-mile, competitive, :27 1/4, Will Howie, Milwaukee, on Janesville track, October 10; flying start, 31 1/2, W. W. Wilson, Jr., Wausau, September 15. Half-mile, competitive, 1:09, Louie Reed, Ripon, August 7; flying start, paced, 1:04 1/4, A. M. Chandler, Waupaca, on Marshfield track, September 18; unpaced, 1:06, Ed. Roth, Milwaukee, National Park, Milwaukee, September 27; tandem, flying start, 1:05, W. C. Neilson and Terry Andræ, Milwaukee, National Park, Milwaukee, September 29. One-mile, competitive, 2:22, C. S. Williams, Ripon, August 8; standing start, paced, 2:15; Louie Reed, Ripon, August 8; unpaced, 2:24, Ed. Roth, Milwaukee, National Park, Milwaukee, September 27; tandem paced, 2:26, J. C. Schmidtbauer, Milwaukee, and A. Kruegmeier, Horicon, National Park, Milwaukee, September 29. Two-mile, competitive, 5:09, A. M. Chandler, Waupaca, on Marshfield track, September 18.

Class B, competitive records.—Quarter-mile, :31 3/4, Tom Cooper, on Ripon track, August 8. Half-mile, 1:06, F. J. Titus, on Ripon track, August 7. One-mile, 2:11 1/4, A. D. Kennedy, on Ripon track, August 8. Two-mile, 5:11 1/4, F. J. Titus, on Ripon track, August 8. Five-mile, 13:19 1/2, A. A. Zimmerman, on Ripon track, August 18, '93. One-mile tandem, flying start, unpaced, 1:59, L. D. Cabanne and F. J. Titus.

Marinette is the place for the

### Holding the Next State Meet.

This was decided upon at a meeting of the Wisconsin division last Thursday. Madison was also in the field, but withdrew in favor of the northern city when the boys saw that it wanted the meet. La Crosse and Marshfield would have taken the meet had no one else wanted it, and will next year make an active fight for the honor. The meeting was the most enthusiastic that has been held in the history of the division. Chief Consul Morrison introduced the following resolution, which was passed with a cheer:

*Resolved:* That the Wisconsin division of the League of American Wheelmen, assembled at its annual meeting, this 27th day of December, 1894, respectfully urge upon Congress the expediency of an amendment of existing postal laws which will permit the mailing of the organ of this League, known as the *L. A. W. Bulletin*, as second-class mail matter, in accordance with the strong sentiment prevalent upon the subject throughout the country.

Copies of the resolution will probably be forwarded to Wisconsin congressmen, who will be urged to secure the desired legislation. The executive officers and the good roads committee were authorized to organize a good roads league at a banquet, to be held at the Hotel Pfister, about the 20th inst., when governor elect Upham, Governor Peck, Gen. Roy Stone, of Washington, Isaac D. Potter, of New York, Sterling Elliott, of the Good Roads bureau, and Volney Foster, of Chicago, will be present to address the meeting. The plans of the prospective good roads league were outlined in last week's BEARINGS. The various committees all rendered favorable reports. Chief Consul Morrison, Secretary-Treasurer Rotier, Vice-consul Park, and I. F. Strauss were elected delegates to the assembly meeting in New York, but will probably be represented by proxy. The League expects a large increase in membership next season.

LATER.—Sanger was in Chicago last Thursday and completed arrangements to ride for A. G. Spalding & Bros. this year. He and three or four other crackjacks will form the Spalding team, which will be handled by Dave Shafer.

The McIntosh-Huntington Co., of Cleveland, will market the Sunol, and ladies' Sunol, and the American King and Queen of Scorchers, which list at \$100. They will also handle a line of medium-grade machines under the names of Hercules and Stella, the former being the diamond and the latter the drop frame pattern. These machines are furnished in twenty-four, twenty-six, and twenty-eight inch wheels, listing at \$50, \$60, and \$75 respectively.

The March-Davis Cycle Co. shipped three sixteen-pound racers to California to be used in the big races New Year's Day at Pasadena.



## ELLIOTT'S PROPOSED AMENDMENTS.

**Massachusetts's Chief Consul Proposes Several Radical Changes—What Bostonians are Doing.**

BOSTON, MASS., Dec. 29.—About this season of the year the man who has an amendment to propose at the annual meeting of the National Assembly of the L. A. W. in February appears in large numbers. Massachusetts does not intend to be out of it, and she has several good ones to put in the Assembly through her new chief consul, Sterling Elliott.

The first amendment which he proposes to offer is at first glance a peculiar if not a ludicrous one. It looks to the changing of that section which relates to the organization so as to include the control and promotion of track racing. This seems rather unnecessary as every one knows that the League of American Wheelmen does not control and promote track bicycle racing. It has entire charge of all such events, sanctions them, allows men to ride at them, penalizes them if they disobey their rules on the subject, makes rules by which they must abide or quit the track, in short controls the sport. But, strange as it may seem, it is nevertheless true that there has never been any mention of the fact in the constitution in that section which sets forth the objects of the grandest athletic organization on the face of the earth.

The second amendment looks toward the altering of Article 3 so as to include besides "wheelmen," "any other person who is interested in the causes which the League represents." This alteration is for the especial benefit of the man who is interested in road reform, and who wishes to work along the same lines with the L. A. W. At the same time it might include any man who had the interests of the boys at heart, and who never rides a wheel.

The third amendment has been touched on in these columns before.

It refers to the "League Year"

and the offered change wants that section so changed that an application for membership may be received and the applicant be made a member at any time, and his membership instead of expiring with March 31 as at present, will be continued for one year from the date of his acceptance. This change Mr. Elliott has spoken of many times, and has brought it before the public in many different ways; the last time being in his inaugural speech at the meeting of the Massachusetts board of officers when he assumed control of the division's affairs. He claims for it that it will bring in many members. He says that if a man joins in the winter season it is no inducement to him to be told that his membership will expire March 31. It is a fact that at the present time few members come in during the non-riding months. But Mr. Elliott says that when a man can come in who is not necessarily a rider, and comes in because he is in sympathy with the objects of the organization, he will not care whether he comes in in the winter. There are opponents of this idea. They say that it was tried some years ago, and that it did not meet with success.

The next amendment he has also spoken of many times. It directs the National Racing Board to adopt a schedule of prices to be charged so that persons applying to the Racing Board for sanctions and other favors shall pay a small fee which in the aggregate will be sufficient to pay the running expenses of the Racing Board. This will save the national body \$1,500 which is now paid out for

### The Maintenance of a Racing Board

whose whole time is taken up with matters which are a direct profit to someone other than the League.

Another amendment will call for the taking by the national body of 50 per cent of all initiation fees instead of turning them all back to the state divisions as at present. There will be much opposition to this amendment from the larger divisions. This is not a new proposition and rises from the premise that the smaller divisions have more money than they know what to do with. This may be true of the smaller divisions and consulates, but it is not true that the larger divisions have more money than they can use advantageously, Massachusetts for instance needs every cent she can get to carry on her large interests.

This has been a good year in Boston and the cyclists are looking forward to another good one in 1895 with the National meet and a big list of members for the Massachusetts division.

Christmas is over and gone and the club celebrated quietly. The Massachusetts Club had a Christmas tree and the presents were fearful and wonderful, with something for each one. There were seventy-five present

and fun reigned. The janitor came out the big end of the horn, as he received \$20 in gold.

The next thing among the clubs are the New Year's celebrations. The Massachusetts Club will see the old year out with a musicale at the club rooms.

### As the Bell Tolls Midnight

a large party of riders will mount their wheels and start for the Chestnut hill reservoir. The Roxbury Club will have a special celebration at its rooms New Year's Eve. The club talent will furnish entertainment and an oyster supper will please the inner man.

Following an old New York club custom, there will start from Newspaper Row upon the evening of December 31, at 11:30 o'clock, the first century of the season. The party will keep together till Ipswich is reached when, at a signal from the pacers, the scattering for Newburyport will begin, the first man in to receive the traditional "cold bottle," the second a silver medal, and the third a box of cigars. The pace will be ten miles an hour, none permitted to go ahead of the pacemakers till Ipswich is reached. The pacers will be well-known riders mounted on tandems and the run will start provided the roads are in any sort of fair condition. The ride is being managed by Charlie Percival, the cycling editor of the *Journal*.

Secretary Bassett has been having a quiet, good time in Boston, going into society a good deal, and lunching each day with Sterling Elliott. That Christmas celebration at Mr. Elliott's house did not phase the secretary in the least. He returns to Chicago Monday. Those who have met Lon Peck know that his greeting is hearty and that his handclasp is impressive.

When Lon caught sight of Mr. Bassett, he rushed at him; they had a catch as catch can, and Lon, catching sight of the whiskers, chanted the popular song,

"And Still His Whiskers Grew."

Ned McGlenen, vice-president of the Massachusetts Club, delivered his Paul Revere lecture before the Paul Revere Club the other night. Mr. McGlenen's knowledge on colonial history is unique.

The Union Bicycle Club of this city is nothing if not novel. Its latest scheme is a new clubhouse fitted with bowling alleys, billiard tables and all that sort of thing. At the December meeting the club resolved itself into a stock company with a capital of \$5,000 par value of \$5. A large clubhouse has been secured in a fine part of the city, and will be fitted out very soon.

The Massachusetts Bicycle Club has tried the co-education idea in its membership, and it has failed, if a rumored change in the constitution can be taken for a sign. It is not improbable that at the next meeting of the club an amendment will be offered to the constitution to the effect that men only may be admitted to membership. The present woman membership repre-

sents a very small percentage of the entire organization. The fair ones number less than twenty. The more enthusiastic supporters of the change believe that the Massachusetts Club of 1885 is a possibility for 1895. Ten years' ago the the Massachusetts Club in cycling was what the swellest social clubs in Boston are in their own fields. It was domiciled in a magnificent clubhouse on Newberry Street. The club is at present content with its pretty little clubhouse on Batavia Street, but it is argued that by following more or less closely the lines of the old club, many of the old-time riders who were once members of the Massachusetts will once more associate themselves with the club. While carrying out the idea of a bachelor club there would still be frequent ladies' nights. It is not stated what would become of the ladies who are already members of the club.

### Tracy Holmes the Chief Scorchers.

The sixth annual run of the 2:50 club to Pullman on New Year's was attended by some fifteen members of the Chicago Cycling Club. The snow of the previous week made the going hard, but nevertheless Tracy Holmes reached Hotel Florence in just 1 hour and 5 minutes. C. H. Peck was a close second. Both rode Czar racers, and the little wheels stood the test nobly. H. P. Walden was third. Some of the riders cut the course and got in ahead of the others. From the sand hill in the riders had to walk and carry their wheels. J. P. Bliss, chief scorcher in '94, did not attend. Among those who sat down to dinner were: H. R. Winship, A. E. Lumsden, C. P. Root, N. H. Van Sicklen, G. K. Barrett, C. H. Peck, Tracy Holmes, C. W. Davis, ex-chief scorcher, Theodore W. Smith, A. H. Rich, J. H. Hodges, and C. G. Sinsabaugh.

The Syracuse Cycle Co. are sending to their friends handsome fifteen-inch boxwood rules.



MISS JENNIE ROSCH, OF ST. LOUIS



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GEO. K. BARRETT, EDITOR.

**MODERN HEROISM.**

We are wont to read in open-mouthed wonder of the feats of the ancients and to wonder at their pluck and endurance. We look at the map and wonder how Leander ever screwed up his courage to start out to swim the Hellespont, and then go to see some of the modern Leanders stay in the water for days at a time and, because we pay 10 cents to view them, give the performance but a passing thought. There were no bicycles in the days of Leander or we would not have had to introduce our subject by a plunge into the Dardenelles—changing the metaphor to suit the times.

Because there was a time when there were many heroes and no bicycles, we need not think that because we have bicycles now, and a few more things that are considered luxuries, that there are no heroes left. In ancient times men were wont, so the legends tell us, to do and dare for sentiment alone. Still if we probe into history we will find that there was not a whit more romance in Athens than in Chicago.

Last New Year's Day a sturdy band of youths, impelled by sentiment, and sentiment alone, gathered together for a trip that would put the seekers after the Golden Fleece to blush. We refer to the annual scorch of the 2:50 Club, a club that was organized in the days of the good old ordinary when 2:50 for a mile was as fast as 2:10 is today, a club whose qualification for membership was the ability of the applicant to ride a mile in 2:50. Now members are admitted only on winning the annual New Year's Day scorch, so that at best but one new member can be admitted each year. This year there was a score of riders out for the ride and the chance of being elected chief scorcher by getting to Pullman first. The run is a good twelve miles and the weather was cold, well below the freezing point, and only three days before there had been a fall of nearly two feet of snow. But what did that matter to the members of the 2:50 Club? They were after glory like the heroes of old, and while they can not expect that their praises will be sung for ages to come, their feat was none the less a noteworthy one. Where the city's traffic has been the heaviest, there was a chance to ride. Where the roads were but little used the strongest could but walk, or run. When the way became unridable the wheelmen would sling their wheels over their shoulders, and with the snow sometimes up to their knees would run as best they could. The distance is twelve miles, and under such circumstances it was covered in a trifle over an hour.

The honor of the trip was won by a comparatively unknown rider, but the glory of the ride is not less on this account. It was a victory won by a small margin, but well earned. With even less of glory in sight the return trip was just as fiercely contested and ridden as fast.

The 2:50 Club is one of the links that, with the annual ordinary run of the Chicago Cycling Club, connects the past of cycling with the present. It brings out the veterans and the young riders with old and stout hearts.

**CHICAGO'S WELCOME.**

"Welcome to Chicago?"

"What'll we write editorials about this week?" we asked the associate editor a few minutes ago.

"'Spouse you've got one on 'Welcome to Chicago' already," he replied.

That was the first we had thought about it. We had taken it for granted that when the "outside barbarians" as Cæsar was wont to say—meaning those outside of civilization—meaning, again, those who have

the misfortune not to reside within the sacred precincts of Chicago—we suppose, we repeat, that when outsiders made up their minds to come to Chicago that they did not question the sort of welcome that they were going to receive. If you don't know what to expect, dear friend, we will enlighten you with as little delay as possible.

You'll find us the rough-and-ready sort, prepared to do the right thing if we are given half a chance. We assure you now, as we will assure you when we meet you, that Chicago is not only the one place in the country in which to give a cycle show, but that it is the only city in the world as well. You will find us ready to give you as good a time as we know how and as your numbers will permit. We have already trained ourselves to do without sleep, so that we will be able to devote 24 hours a day to you. We have prepared the best cycle show that was ever seen this side the Atlantic and we will try to keep in line with the show.

If you want to find out anything more about a Chicago welcome come here and find it out for yourself. We have only given you a hint of what it is so that you will come, for we are expecting you. If you do not come you will be sorry for it.

**DUCKER IN HARNESS AGAIN.**

And so Henry E. Ducker, the man who promoted the first really successful tournaments in America, is to get into harness again; Ducker of whom we are wont to write of as a "has been," an echo of the past, one who had done his work and passed away from our little cycling world, one of our *Lares*, the same Ducker who first trumpeted the name of Springfield to the world. He is going into harness again and talks of fine tracks and big meets in Buffalo, his present home. We hope that his fondest dreams in that direction will be realized. The cycling world will have great expectations of him. His name will inspire such expectations. Ducker as a success will be no surprise, but as a failure will be a great disappointment. His prestige will be a big thing in his favor, but he will do well to remember the words of Owen Merideth, "Do not think that years leave us and find us the same." We are not the same nor are the times the same. Ducker is not a man, however, to lose interest in the sport in which he once took so deep an interest and we believe as well as hope that, in offering him a prominent place in the cycling world of today, that Isaac B. Potter has made a wise selection.

Ducker, here's our right hand and our very best wishes.

**MORE ABOUT AMERICAN WHEELS ABROAD.**

F. L. Warner, who has just returned from a European trip in the interest of the Union Cycle Mfg. Co., was seen last week in Boston by a BEARINGS' correspondent. Mr. Warner is an American, educated abroad. He visited Birmingham, London, and Paris. He is an old newspaper man and a very clever writer. He found the Columbia, Sterling, Imperial, and Cleveland cycles represented in that country, the Union being fifth in the field. In France, he says that high-grade wheels are listed at \$140 to \$180, but that from this figure there are all kinds of cutting in price to induce sales—a custom of the country. Regarding the "roast" in the *Irish Cyclist* to which the Union was so undeservedly subjected, Mr. Warner declares that "Arjav" was wrong in several points and right in others, the latter being nice little points in construction, already corrected for '95. The wheel he had with him was a '94 sample, all that was ready when he left. "The *Irish Cyclist* had been raising the bogie cry" said Mr. Warner, "that American wheels were coming, just to scare their advertisers into greater activity. They were taken aback when unexpectedly the American wheel did appear and to follow up their game, they had to criticise and decry foreign goods."

**Accepted Road Records.**

The following road records have been allowed by the Century Road Club of America: C. G. Morrills, 100 miles, 7:20; 200 miles, 15:57; 246 miles, 24:00:00, October 8-9, 1893; Ohio state record. Frank E. Devlin, Boston to Detroit, 842 miles, 11:11:30, July 21 to August 1. R. P. Searle, 1,000 miles, 6 days 5 minutes, October 17-23; American record, 500 miles, 3:02:20, October 17-20; Chicago to Buffalo, 550 miles, 3:05:10, October 17-20. H. W. Unmeyer, St. Louis to Washington, Mo. and return, 120 miles, 12:45, November 25; course record. H. G. Kennedy and J. A. McGuire, Denver to Brighton, twenty miles, 53:00; Denver to Platteville, thirty-six miles, 1:45:00, December 9; tandem course records.

**Priests on Bicycles.**

LONDON, Dec. 26.—The *Daily News* correspondent in Rome says: "The Pope has nominated a committee to examine the question of priests riding bicycles, and the hygienic and moral aspects of the practice. A section of the bishops oppose bicycling because the riders are unable to wear their clerical gowns."

The London Athletic Club has accepted the challenge of the New York Athletic Club for championship contests at Traver's Island next May, and will send over a number of England's best amateur riders.



## REFEREE'S DECISIONS.

Considerable Trouble Caused the Past Season by Unjust Rulings—  
Raymond on the Subject.

"The referee's decision shall be final." Extract from the L. A. W. racing rules.

There has been a number of unfair decisions by ignorant referees during the past season, and two-thirds of the trouble may be laid at this rule's door. "The referee's decision shall be final." These words have been thrown into the teeth of objectors a dozen times this year when a decision has been questioned. With this clause in force there is more reason for an official referee, whose decision *shall* be final and entirely without question.

In the event of an official referee being appointed, that referee should be a man thoroughly posted on all the racing rules; he should then be empowered to suspend for a length of time befitting the offence, any rider or riders questioning his decision, or creating any of the "disgraceful" scenes of the past season. These so-called "disgraceful" scenes have almost invariably been caused through ignorance of the rules, and the application of rules made for the occasion by over-officious referees. There have been several so-called "strikes" when the men have come to the tape, and then refused to ride in the race.

The first notable case was at Bridgeport, Conn., June 16, another at Baltimore, July 25, one at Minneapolis, August 11, and the last was at the Madison Square Garden races Thanksgiving night. At Bridgeport the referee allowed a heat of a race to be started without placing a time limit, and then,

**When the Men Loafed,**

ordered them called back to start over again under a limit. Because the

Suffice to say the Racing Board, which has rather upheld the men on former occasions, is liable to cause them suffering on the New York trouble, as at the latter place the men would have forced the race meet to a close unless their demands had been acceded to.

"No, it will not do," said Chairman Raymond last week "to have these men think they are the whole thing. They are an attraction just the same as any actress or actor, and you very well know that if an actor or actress 'gets mad' and does not appear before an audience, that person is liable to a suit for damages. I think we shall see an official referee next year, and I am in favor of clothing that referee with sufficient power to correct some of these evils by suspension if necessary, thus removing a great amount of this unnecessary labor from the shoulders of the poor Racing Board chairman," and Chairman Raymond smiled and smiled again, as he said he was now engaged nightly in work upon his last report as chairman of the Racing Board of the League of American Wheelmen, and that this report would be a very voluminous affair, covering his entire term of office.

"I wish they would stop hammering at this subject of my being a candidate for president of the League," he continued, "I am not and shall not be a candidate. I am thoroughly satisfied with this position, and can say I like it. I feel as if the cycle business had been mine all my life.

"And what do you think of the proposition to

**Make Zimmerman Official Referee?"**

"That can never be. Zimmy would not take the position. Of that I am quite sure. He is far too popular as a man. His friends are legion, and especially so among the racing men. Place Zimmy in that position and he would be there about two days when there would come one of those terrible kicks you newspaper men take so much delight in writing up. Zimmy



men objected, he "roasted" them, and the riders left the track. The race had been started without accident, and the referee had no right to call them back. At Baltimore, Albert A. Mott was the referee. The trouble occurred in a five-mile handicap race where a long-mark man lapped his field. The last-lap bell was not rung on the leader (the man who had lapped his field) but on the field which started for its last lap as the winner finished in the bunch. The bell should have been rung on him when the others had two laps to go. With this in mind in the race in question some of the riders started for two laps and others for the single lap. A protest was lodged, and Referee Mott refused to listen, finally ordering the policeman to remove from the track the man who entered the protest.

Then the racing men, their trainers and managers left the track. The referee rescinded his action, but upheld his decision quoting "the referee's decision shall be final."

At Minneapolis an arbitrary and over-officious referee placed a time-limit on a three-mile lap race which was under world's competitive time, and 51 seconds under record time of similar races. This referee refused to raise the time limit over 10 seconds or place in pacemakers. The day was windy and the time called for could not be made. The placing of a time limit on a lap race is legal, but not usual. When the racing men saw that sense could not be hammered into this man's head, they left the track and the race meet broke up then and there, the Class A men standing by their half brothers in Class B.

**The Trouble in the Madison Square Garden**

tournament is of so recent occurrence that nothing need be said about it.

would not want to lose friends, and after wavering would—well, I hardly see how he could decide without making one side sore; now, do you? Besides, I think you and others overlook the fact that the rules would have to be changed to allow the appointment of Arthur Augustus as official referee. He is a professional, and it is expressly stipulated that the referee must be an amateur wheelman."

"Who will be the official referee?"

"Well, that is hard for me to say, as I shall not be chairman after the assembly. The referee must, however, be a man not allied with trade interests in the slightest way. He must be a man of exceptional force of character, who will be able to enforce the rules at all times, and who can interpret the rules perfectly."

"And what will his compensation amount to?"

"He will have all his expenses paid and will receive \$5 per racing day probably. There were forty-three days of racing on this year's national circuit, and with several southern cities in there should be fifty another year. Thus he will draw \$250 and all expenses for a little over three months' work."

**Shafer Will Train the Spalding Team.**

Dave Shafer, trainer of the '94 Rambler team, who brought out Bliss and Dirnberger, has signed to train the Spalding team this year. Titus is the only member of the team at present, but two other crackajacks will be secured. Shafer will take the team south about April 1, and will bring them to Chicago later to round into form. With such a trainer this team ought to be a top-notch next season.



## TRACK AGITATION IN SYRACUSE.

Now that Horse Racing is Dead in New York State the Cyclists Will be Able to Secure Plenty of Tracks.

SYRACUSE, N. Y., Dec. 28.—W. B. Kirk, of this city, owner of Kirk Park, one of the fastest half-mile tracks in this section of the country, has advertised the place for sale, and now there is talk of a syndicate purchasing the property and transforming it into a cycle track. If the venture succeeds Syracuse will have as clean a circuit as can be found in the country. The right people are pushing the idea and seem certain of raising enough funds to make the desired purchase. The new constitutional amendment which was voted favorably upon in this state during the recent election has been a death blow to the horse interests. It forbids betting of any character at the track and will ultimately exterminate all horse races of any character. Circuits in all parts of the state which heretofore have been used exclusively by horsemen will remain idle, and the only use they can be put to is for the cycle riders for training purposes and projected tournaments.

While the bicycle has never openly opposed the interest of horse racing it has worked to the detriment of that sport in many ways. Even in this city the conflicting opinion is that the bicycle has been instrumental in working to the disadvantage of horse racing and the feeling has increased with the adoption of the constitutional amendment. The sentiment now voiced is that the amendment

### Will Tend to Increase Cycle Races

to a large degree. It can not be disputed that horsemen are interested in cycling as many of them are now enthusiastic advocates of the wheel. The idea presented by the press for the past few weeks that at the cash-prize races betting would flourish in a similar manner to that of horse racing has been knocked in the head. In case the professionals hold a tourney in New York City, or any other part of the state for that matter, there can be no betting of any description. Cycle manufacturers are somewhat jubilant over the new state of affairs, but at the same time it is regretted that horse races must perish. The new law does not forbid this sport by any means, but without the "books" there can be no successful tournaments such as characterized the success of the central New York circuit, for instance, in the past. The grand circuit in New York state will suffer with the rest and if the cycle merchants of Buffalo will now go to work with the right end in view there can be little difficulty in securing the privilege of training on some of the horse circuits in that city. As Buffalo does not seem to have any faculty for getting a track which cyclers can use exclusively, here is a resource left for them. Anyway, Syracuse is going to have one and it is only one-fifth the size of the western city.

President F. R. Hazard, of the Syracuse Athletic Association, did not forget that John S. Johnson was a member of his organization when the latter's mother died in Minneapolis last week, and

### Sent a Letter of Condolence to the Record Breaker.

All hands are extended to Johnson in his bereavement and a majority of them hail from Syracuse.

A group of members of the Syracuse Athletic Association sat in the parlor of the clubhouse the other evening telling stories. The conversation drifted upon the Yale-S. A. A. football game, and finally upon Thanksgiving sports in general. "Do you remember the good times that the old Syracuse Cycling Club used to have on 'Thanksgiving Day?'" asked a veteran wheelman in the party. No one answered, and it was discovered that only the speaker out of twenty persons present had been a member of the old club before the amalgamation. "I can well remember those days," he continued, "There are no such times now."

"Then the club was not so large, but the members all knew each other. Thanksgiving day was one of the events that we always looked forward to with a great deal of pleasure. One year in particular a hare and hound run had been planned for the forenoon, and everyone was to attend the football game in the afternoon. It was just at the time that Wesley Yale, Ed. MacDougall, Bob Judd, Herbert Peck, Bert Gere, John Laass, Carl G. White, L. S. Wilson, Frank Yehle, Howard Avery, Bill Johnson, Fred J. Baird, Jim Becker, H. W. Chapin, Ed. Rice, and a lot of those old fellows were most interested in the club. I will never forget the climb they gave us. It seemed as if they could not find hills enough. The trail twisted around the sugar-loaf hill, and back through the glen at Onondaga Valley. Then it went across a swamp in the direction of the Indian reservation. We tracked it all the way, and it was fully ten miles, I should think, but we could not catch them. They remained away the hour and a half required, and we found them at the hotel. Most every one in the party was covered with mud from the swamp, but we all had a change of clothing, and escaped the danger of a cold. A whole crowd of us took the car for the valley where we had prepared for the chase, and you can imagine we

### Had a Great Time That Day.

"Returning to the old clubhouse in Onondaga Street we sat down to a great turkey-dinner served by Andy Perry. Then came the football party and nearly a hundred of us marched to Star park and occupied a whole section of the grand stand. We had a quantity of the hare and hound paper left and it was just our club colors, every one filling his pockets and those who attended the game will remember that the air was at times quite colored. To complete the day we held a card party." If some of the old members

of the Syracuse Cycling Club ever come across this article they will refer with pride to the great times they have had in the past under the orange and black and will ever remember it.

## THE NEW STAR, E. F. LEONERT.

Edward F. Leonert, the Buffalo lad whose straightaway mile records have given him a sudden boost up the ladder of fame, was twenty-one years of age October last. Leonert is a rosy-cheeked German boy, as are nine-tenths of Buffalo's best riders. He has an upright manly bearing, is quiet in demeanor, wearing his new-found honors with commendable modesty, and is a popular member of the cycling fraternity of Bisonville. Leonert is stockily built, five feet eleven inches in height, and weighs, stripped, 155 pounds. His racing experience has been rather limited as regards track work. On the road he has twice taken seventh place in the Martin Road races, those of '93 and '94. In the last he rode the entire twenty-five miles practically unpaced and then missed world's record by but 30 seconds. He is particularly strong in unpaced work and his great strength is shown in his recent rides. For paced and unpaced work he used a Globe safety, geared to eighty-eight inches, riding the high gear in his unpaced mile as readily as in his paced work.

The wind on the day that Leonert rode did not exceed twenty-five miles an hour, as was proven by the weather reports of the Buffalo office, located on the top of the Buffalo Board of Trade. Leonert rode at a rate of 36½ miles an hour, thus doing 11½ miles better to the hour than the wind. This is just 49 seconds to the single mile faster than the wind traveled. Leonert had had a month of preparation for the ride, and on the great day announcements were made through the press that he would make the trial.

The quad team that paced Leonert aggregated 673 pounds in weight, and the machine they rode, the Globe quadruplet, weighed just 100 pounds, and was geared to 106. Both quad and single wheels were fitted with Palmer tires. Brunner, Dorntge, Kemler, and Mignerly, the quad team, are all big, husky German lads, who have shown up in many local road races, and who are looked on as

### Coming Track Champions.

To push the gear great strength rather than speed is required, strength sufficient to start at a given pace, and hold that pace to the close. All of these men were well trained and prepared for the effort.

Johnson's record was made on brick pavement and Leonert's on asphalt. The latter material is said to have some drag on pneumatic tires, lacking the bounding resiliency of brick. With both courses there was some rise and some fall during the mile. In this the riders rode under about equal conditions. Leonert's course was surveyed very carefully the day before his ride and by an ex-city surveyor. Johnson's course was surveyed a week after his ride. Leonert's course was staked off by good large stakes, well driven down, while Johnson started and finished from chalk marks which, it is said, were all wiped out when the survey was made. Some question was raised last week by parties

### Interested in Johnson's Record,

therefore the comparison.

Charles Dorntge, the pro. looked after Leonert's ride, and thoroughly understanding what was necessary in such a ride, built fences so strong that no question could ever be raised against them and by any hook or crook knock them over. In the face of liberal offers from tire firms Leonert used Palmer tires for his ride. Dorntge says that he insisted upon these tires for both the record breaking and pace making wheels, knowing them to be fast and reliable at all times.

It is also worthy of note that the quad which paced Johnson in his straightaway records was also fitted with Palmer tires.

## JULIAN P. BLISS' WEDDING.

Julian P. Bliss and Miss Mary D. Ellett were united in the holy bonds of matrimony New Year's night at the house of the bride's parents, 3767 Ellis Avenue, Chicago. The ceremony was a most brilliant one and was witnessed by over 200 of the friends and relatives of the bride and groom. The presents were many and costly. This closes the career of Bliss as a racing man and he has withdrawn forever from the track in a national way.

The house was gaily decorated with palms, evergreen, holly, and mistletoe. The ceremony was performed under a canopy of evergreen and mistletoe in the parlor, the Rev. White Wilson, of the St. Mark's Episcopal Church, officiating.

The groom followed the minister into the parlor from an upper room and the bridal party preceded down the parlors to the music of a wedding march. The bride was preceded by two ribbon boys, Ned Ellett and Edison Bliss, brothers of the bride and groom, respectively, and followed by the bridesmaids, Miss Marie Hubbard and Ethel Bliss, both dressed in white satin. The bride was preceded by the maid of honor, Miss Jessie Ellett. The bride was escorted by her father. She was dressed plainly in white satin, her ornaments being lilies of the valley, violets, and a sun-burst of diamonds, the present of the groom. After the wedding supper the happy couple left for a long trip in the south.

The Gendron Iron Wheel Co. will not exhibit at either the Chicago or New York shows, as this is the busiest time of the year with them.



# Waverley Agents Advertise.

The accompanying clipping from a circular issued by Judd Mitchell, of Mason City, Ill., shows the interest enthusiastic Waverley agents and Waverley riders take in Waverley bicycles.

Good goods and honest treatment make them loyal to their machine.

There are good fields still open.

•••••

Want our agency?

Drop us a line.

## WHAT OUR PEOPLE SAY OF THE WAVERLEY:

MR. JUDD MITCHELL:

Dear Sir—As you asked me to express my opinion in regard to the Waverley bicycle, I will by saying I purchased a Waverley Scorchers of the Waverley agent at Dixon, Ill., and have ridden, I think, at least 1,200 miles since I owned it, riding over some very rough roads, and I have had no trouble whatever. I have ridden wheels costing \$25 to \$50 more, which did not seem to run any easier than mine did and I am certain were I going to buy another wheel, and judging from my experience with my present mount, I could not get a more suitable wheel for all purposes than a Waverley Scorchers, and I therefore recommend the Waverley as the best wheel on the market.

GRANT HERBST  
With O. C. HARTZELL.

DELAVER, ILL., Nov. 15, 1894.

MR. JUDD MITCHELL: Dear Sir—It gives me much pleasure to say that my Waverley Scorchers is giving me the very best of satisfaction in every respect. I have used it on all kinds of roads, and as a hill climber I think it superior to any wheel I have ever rode. The build and finish of the Waverley shows it to be the neatest and most durable wheel manufactured. I take great comfort in knowing that I have the best wheel in the market.

A. J. MCGOUGH.

Being somewhat of a "bicycle crank," I purchased the first Waverley machine brought to Mason City. During the two previous seasons, I had ridden a Columbia "high grade" wheel and thought none other could ever equal the standard American wheel, but after a fair trial I have been convinced that my \$85.00 Waverley is an easier pushing machine than the "high grade." My machine is in excellent condition and will last for years. The Waverley is all right.

R. B. RUTH.

I purchased one of the first Waverley wheels that came to town and at that time I weighed 193 pounds. Having never ridden a wheel before, I was advised to get an old wheel to learn on, but not being able to obtain one, and being anxious to learn, I tried my new Waverley and have ridden it all summer without one cent's repair and the wheel is today as good as new.

WILL SMITH.

TO WHOM THIS MAY CONCERN:

I bought a Waverley bicycle of Judd Mitchell, and am pleased to say that I am more than pleased with the wheel and the way they do business with their customers. Anyone wishing to buy a wheel can do no better than call on Mr. Mitchell, and see the "famous Waverley."

CLYDE MCKINLEY.

TO WHOM IT MAY CONCERN:

I purchased of Judd Mitchell the first Waverley Belle bicycle that came to town, which was in June, 1894, for my daughter. She has used it all summer, and there has not been one cent's worth of repair, and today is practically just as good as new; and I know she has enjoyed her wheel better than anything else I could have got her for the same money, and I know that the exercise has been a great benefit to her physically. I don't believe there is a better machine made than the Waverley.

HENRY WAKEMAN.

I purchased a twenty-six-inch Waverley Belle about the 10th of July and to say that the wheel has not had a thorough test would be unjust, as I have three daughters who ride a wheel and they have kept it in constant use, and I have not had to have a single repair; the only accident being a punctured tire and that being of so simple construction, caused but a short delay. I cannot see why the Waverley is not as good as any other wheel and take pleasure in recommending the same.

JUDGE T. N. MEHAN.

I have ridden a Waverley Belle all the past season and have undoubtedly given it a thorough test, having used a child's seat on my handle bars and carrying my daughter weighing about forty-five pounds; and all her weight being on the front wheel speaks pretty well for the front forks, as I have ridden over some pretty rough roads and high crossings. I am sure I have nothing but the best word for the Waverley.

MRS. HELEN MILLER.

I have a twenty-six-inch Waverley Belle that I purchased for my daughter in June '94, and I think it is one of the best wheels on the road. It has been in constant use, and has furnished more good wholesome recreation for my daughter than anything I could have purchased for her. It has not cost me a cent for repair and is as good as new. I have no reason to regret that I purchased the Waverley.

WM. A. MEHAN.

I think I have ridden my Waverley bicycle as many if not more miles than any other ladies' wheel in this town, and it is in perfect condition.

JESS KINER.

I bought a Waverley of Judd Mitchell during the past summer. It has proven very satisfactory in every respect.

A. BRADLEY.

I have ridden a Waverley bicycle forty and fifty miles a day, and do not hesitate to say it is a first-class wheel in every particular.

T. C. SWING, agent Standard Oil Co.

I have ridden a Waverley all the season and were I to buy a new wheel I would certainly buy a Waverley, as I think it is the best wheel on the market.

HERMON MUNDT.

MR. JUDD MITCHELL:

Dear Sir—The Waverley bicycle purchased for Linn gives splendid satisfaction. We like it very much.

C. E. FREEMAN.

TO THE PUBLIC:

I am glad to say I have ridden a Waverley during the season of '94 and if I were going to buy another bicycle I would buy one of the same.

ALFRED CLEGG.

I purchased a Waverley Scorchers and since riding it I have given it some thorough tests as to rough roads and it has always come through in the best of shape, and I have nothing but the best of praise for the Waverley.

ARTHUR SMITH.

MR. JUDD MITCHELL:

Dear Sir—I see the Waverley is O. K., and while I have not used it to any great extent, I have no doubt it will prove satisfactory. I do not see how it could be made to run any easier. Everybody thinks it is a dandy, and I can not say too much for the Waverley. It is better than I expected.

PHILIP MARTIN, Palmer, Neb.

I have done considerable riding this season and have taken several long trips with parties on wheels costing from \$25 to \$80 more than mine and I can say my wheel has come through in as good shape as any and has caused me very little trouble and I therefore recommend the Waverley as a first-class wheel in every respect.

ROY KING.

# INDIANA BICYCLE CO., INDIANAPOLIS, IND., U. S. A.



## NEW YORK NEWS NOTES.

### The Gothamites Busy With Club Parties—Proposed Quarter-Mile Track at Coney Island.

NEW YORK, Dec. 31.—The following article recently appeared in *Harper's Weekly*. In conversation with one of the officers in command at Willets Point the other day, it was learned that the bicycle corps there find much amusement in mounting their wheels at a given distance from the dynamo, and attempting to ride away from it. The current of electricity is so strong that to push one's bicycle outside the electrified circle is harder than riding one of the steepest hills on the celebrated DeSoto course. The sensation is described as being something entirely new. Following is the article referred to, as it appeared in *Harper's*:

Willets' Point is a Government station commanded by Lieut.-Col. R. W. King, and here it is that engineering officers of the United States army get their polishing off. Electricity has so much to do today with the protection of land approaches by means of torpedoes, and an enemy's ships are to be blown to atoms by the help of submarine boats, that electricity may be said to be always on tap at Willets' Point.

Colonel King, having handy a large cannon weighing 50,000 pounds, and a quantity of old torpedo wire, took fourteen miles of the wire, coiled it around one of his guns, and passed electricity through the wire by means of a powerful dynamo. At once an immense magnetic force was developed. You may have seen a little horseshoe magnet, and how several steel pens may be made to hang from it. This big magnet does the same thing with five cannon balls, which represent a down-pull of 1,625 pounds. They hang together, one over the other, by an area of surface which can be, theoretically, but a point. At first, for convenience' sake in lifting heavy weights, an iron pulley, with a quarter-inch chain, was used, but when the gun was magnetic the chain and pulley were of no use. The chain became as rigid as if it had been a bar of solid steel and riveted to the gun.

I saw a man stand at a distance of some three feet from the gun, and putting an iron spike against his breast, the spike would stand out straight, as if he were a magnet. Then he covered his chest with iron spikes, like a porcupine.

A heavy piece of railroad iron, weighing fully fifty pounds, when pushed into the muzzle of the cannon, was shoved out a certain distance and then drawn back, by the magnetic force. The soldiers who work the magnet derives some amusement from the gun. When they see a green man, they say to him: "Billy, just hand us that crowbar leaning against the gun." Billy, anxious to help, tries to take the crowbar, and finds that he can not budge it, pull, haul, or strain all he may. It requires the efforts of two men, with a sudden jerk, to pull away from the gun an iron bar weighing twenty-five pounds.

This gun was mounted on a great iron carriage fully twenty feet long. The whole carriage was magnetic. Big nails would stick to it anywhere. I made long pendants of nails. It was curious to see railroad spikes lift themselves up on a wooden platform, as if they were live things, making ready to spring at the gun.

News has been received from that happy dispositioned individual, Carl Hess. He will be remembered by every racing man of 1893 and the year before as the most pleasant, laughing and jolly member of their fraternity. In 1893 he rode in the front ranks of the cash-prize league, in which organization he rated about fifth in total winnings. And now

#### Carl Hess is in Prison.

No, he has not robbed a bank or committed any heinous offense—just simply went back to Germany to see his relatives and "got pinched." It seems that in Hess' native land there exists some law whereby any man remaining in the country after he is of a certain age is compelled to remain there for several years, at which time he is supposed to serve a stretch of three or five years in the national army. If, after reaching the first age—say sixteen—he leaves the country without having given his services to his country, he is practically a fugitive or deserter. If he ever returns to Germany again he is arrested under court-martial proceedings and thrown into jail, where he calmly (or otherwise) awaits the action of the military red-tape tribunal, after which he is forced into the service which he is supposed to have run away from. All the foregoing fits Carl Hess' case, and that's why he is in prison now.

We also hear through the Parisian journals that young Max Lebaudy, the "money burner," who was interested in the recent importation of Zimmerman, is at present serving his time in one of the French regiments, where, it is rumored, he has created a sensation by his reckless habits with money. Zim says that Lebaudy is a genuine spendthrift, one who finds enjoyment in dining his friends in the most sumptuous style, and ending the repast by breaking every dish and mirror in the room; the furniture also comes in for some of the same attention, as does the carpet and pictures. The party leaves the apartment resembling more like a deserted battlefield than a dining parlor. And after this "fun" is over Max calmly inquires the amount of the damages, which he pays with the air of just what he is—a gilded fool.

One of the prettiest suburbs about New York, is Flushing, Long Island, but a few minutes from Gotham, and in the midst of

#### A Really Charming Country.

This model town can boast of a bicycle club, that for good old-fashioned sociability could give many of its city relatives valuable points. It is the Mercury Wheel Club, and its officers are all men, high up in the business world, some bankers, others merchants, but all business men of New York who have chosen Flushing as their home for the many advantages it has. Each year the Mercury Wheel Club holds a race meet on the half-mile track, located in the town, and a sample of the club's perseverance was never more manifest than during 1894, when the elements necessitated four postponements of the tournament. But nothing daunted, the fifth date came round in due time and with it, it brought a perfect day. And such a race meet! Among the many pleasant recollections of the past season's

racing, the meet of the Mercury Wheel Club easily holds the premier position, the sociable generosity of the club committee and the entertaining qualities of the officers and members in general after the day's sport had ended, being ever foremost in the writer's memory when the name Flushing is recalled to mind. Next spring this club will build a new home for itself that will totally eclipse anything in the line of cycling clubhouses in this part of the country. H. M. Duncan, F. R. Long, and E. Andrews, Jr., will comprise a committee, which will negotiate for a desirable site on which to erect the proposed building. In it will be placed bowling alleys, plunge bath, and all other up-to-date additions, and in a comparatively short time the name of the Mercury Wheel Club may be expected to have attained the fame and renown of its namesake—the god of speed.

#### A Plea for Asbury Park.

The question as to the location of the League meet in 1895 is at present attracting its full share of attention. Boston, Asbury Park and Toledo are spoken of as in the race, of which three, the last named is not considered dangerous by the others. As to a selection between Boston and Asbury Park, there are many things in favor of the Jersey town on the Atlantic coast. And why? Because in the Hub the cyclists who will attend this meet in larger numbers than ever before would scatter and become practically lost in the immense city of culture, whereas at Asbury Park, that queen of popular summer resorts, the wheelmen could simply own everything in sight. The roads are splendid—fully as good as those of Boston, and the fun is of a purer form and more to the liking of a true wheelman.

#### Coney Island's Proposed Track.

If the proposed scheme to build a quarter-mile track at Coney Island is carried out the projectors and proprietors of the course will find it a perfectly satisfactory speculation. With horse racing practically killed in this state as well as in New Jersey, the regular old time Saturday crowd of from 10,000 to 20,000 people will be compelled to seek some other means of amusement than was afforded them in the days of equine contests. The "400" go to Newport and Saratoga. The poverty-stricken remain in the dirty down-town tenements, sweltering with the heat, their only amusement being a breath of fresh air at night after their roof has lost some of its blistering heat. The middle class, or the great majority go to Coney Island on summer afternoons, and with a bicycle track and races there, it is safe to predict an average attendance of 20,000 at every Saturday afternoon matinee. Fix the scale of prices at 25 and 50 cents, and the result will prove entirely satisfactory to the management.

The regular bowling team of the Tourists Cycle Club were defeated by a scrub team made up of their club mates in a challenge game last Thursday night at Paterson, N. J. The representative team is at the tail end of the procession in the M. A. C. C. tournament and much merriment is created by the latest defeat administered them.

A good old-fashioned smoker was given at the clubhouse of the Lenox Wheelmen, 63 East Fifty-ninth Street, last Saturday night, at which, in addition to the pipes and cigars, professional boxing was a strong feature. Several other novelties were introduced during the evening. It was truly a "wheelmen's affair," which means an enjoyable evening in every sense of the word.

The Brooklyn Bicycle Club will give the old year a rattling send-off tonight, the evening being devoted to a typical "stag" party, with smoking, eating, singing, and story-telling the main features. At the hour of midnight, a "Brownie" band headed by Frank Borland, and consisting of tin horns and drums, will see what kind of music (?) they are capable of. No. 80 Hanson Place, Brooklyn, will welcome 1895, in the most up-to-date style.

Among Chief Consul Potter's many visitors last week, was James E. Marrett, of Portland, Maine, chief consul of that state and a veteran cyclist. Mr. Marrett is a firm advocate of Potter and his Good Roads crusade, having done much himself to better the condition of the public highways in Maine during the past year. In conversation with Mr. Marrett, that gentleman expressed himself in general as follows: "I believe Mr. Potter will do more for the New York state division than was ever accomplished before by any chief consul. He is able, ambitious, and persevering, and it is to learn what course he intends to pursue in '95, that I have come to this city. In Maine we only have 308 L. A. W. members among over 5,000 wheelmen and I firmly believe that after my conference with your chief consul, I shall have hit upon a plan whereby at least 1,000 members

#### Will Represent the Pine Tree State,

twelve months hence."

In addition to the above Mr. Marrett said that several race tracks would be built in Maine for the racing season of '95.

The South Brooklyn Wheelmen will follow that old custom of seeing the old year out and the new one in tonight at their clubhouse, 135 Ninth Street, Brooklyn. Here is a club, noted for its gentlemanly conduct at all times, whether the occasion be a "stag," a smoker, or a ladies' reception. Profanity is as scarce at either one of the first two affairs as is the case at the latter, and as a result, the rowdy class, which, truth to tell, predominates in too many cycle clubs, is entirely missing from the South Brooklyn. The entertainment committee is composed of C. H. Denison, R. L. Smith, J. W. Holt, A. E. Eckerson, and C. W. Tribken.

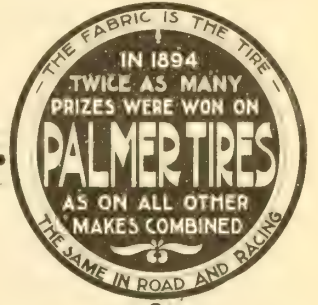
Fred J. Titus will accompany J. W. Spalding to the Chicago cycle show, leaving Gotham at an early date. From Chicago "Tite" does not know whether he will go to Mexico or return to the New York exhibit.

Charley Earl, of the Liberty Wheelmen, is known among his Brooklyn friends and the cycling fraternity at large, as "The Jolly Undertaker."





•• TWICE AS GOOD AS OTHER TIRE S ••



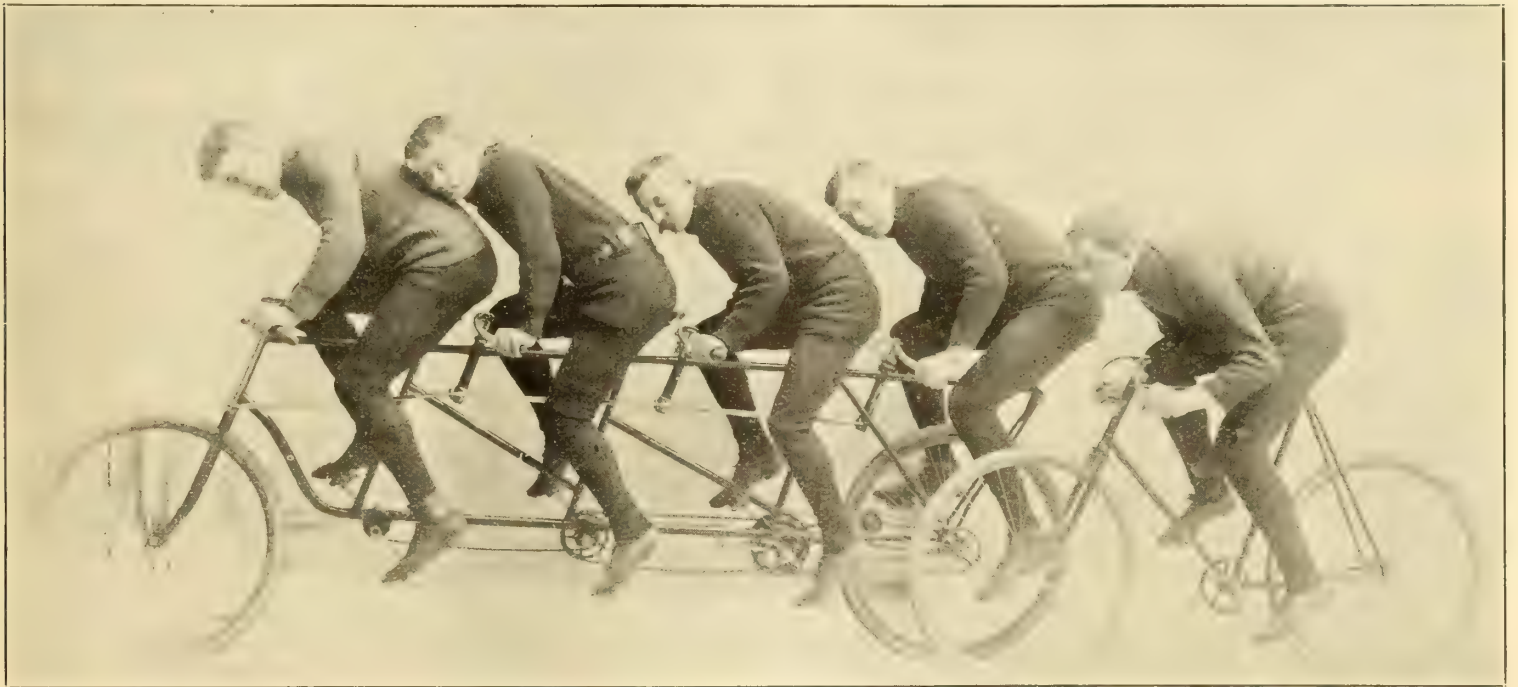
# WORLD'S RECORDS

STRAIGHTAWAY MILE,

PACED, **1:35** FLAT.

UNPACED, **1:52<sup>3</sup>/<sub>5</sub>**

EDWARD F. LEONERT on a Globe bicycle with PALMER TIRES.



BRUNER.

J. DORNTGE.

KEMLER.

MIGNERNEY.

LEONERT.

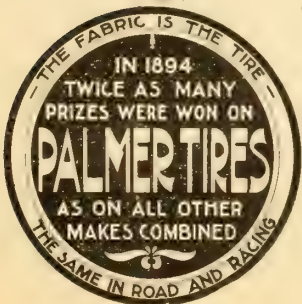
WE HOPE TO SEE YOU

## CHICAGO SHOW, Stands 103 and 106.

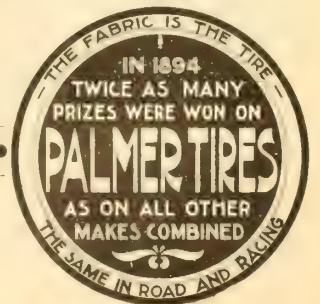
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**CHICAGO.**



•• TWICE AS GOOD AS OTHER TIRES ••





Manhattan Field race meets are always anticipated by this enterprising youngster, who grimly remarks as every accident occurs there, "I wonder if I will be needed." At first those who would hear him speak thusly were unable to understand his meaning, but now that his occupation of undertaker has become so generally known, it is readily seen wherein lay his pleasant anticipation of the tournaments at Manhattan Field. Earl gives promise of rounding to in grand form for 1895. He has grown considerably during the winter, and has taken on much flesh and muscle, having gained in all something over eight pounds during the past three months—and that, too, while training for various events, notably the Philadelphia races, where he fared remarkably well. His most creditable work in 1894 were the winning of the one-mile Long Island championship at Flushing, last September, and the placing of the indoor record for a quarter-mile at 31 $\frac{1}{2}$ %, which he accomplished recently at Philadelphia on an eighteen-lap track. Earl should be the leading Class A man next season with proper care, which Manager Schwalbach is sure to give him. His mount is a Rambler.

The proposed clubhouse of the Belleville Wheelmen, the leading bicycle club in Essex County, N. J., will be at Academy Street and Washington Avenue, Belleville. The grounds on which the building will be erected are 40 x 100 feet in size, and the style of architecture of the house will be of the Gothic style, with all the conveniences of a well regulated clubhouse. From plans and specifications furnished by President Taylor, the following are taken: First floor, main apartment in center of house, 38 x 56 feet in size, with a seating capacity of 400. On each side of the main hall will be reception rooms. The general clubroom will be placed on the second floor, dimensions about 25 x 30 feet. In the attic will be located a sleeping apartment, while on the roof will be built a platform enclosed by a substantial railing, which will be used on summer evenings as a smoking and lounging place for the members. This platform will be about twenty feet square, and will be caged in with a portable wire screen during "mosquito time," thereby enabling those who desire to use the platform as a comfortable laying-off place to enjoy their rest in comfort after a hard ride. In the basement will be located the two bowling alleys, wheel room, kitchen, and boiler room. Electricity will be used in lighting the building, which will be finished in North Carolina pine. None but actual riders are admitted into membership of the Belleville Wheelmen, each one of their number owning their own machine, thereby making it

#### A Genuine Cycling Organization,

something of the rare order in these days.

The Boonton Bicycle Club, of Boonton, N. J., were most royally entertained by the Union County Roadsters of Rahway, N. J., on Christmas Day. The visitors were accompanied by their local band, which made things extremely lively for all concerned. After several prominent citizens of Rahway had been serenaded, a hearty dinner was tendered the Boonton party by the Roadsters. Later on President Holmes spoke at length to the club's visitors, following which, music and general merry-making completed the evening's pleasure.

Howard E. Raymond writes from Chicago that he is thoroughly well pleased with that city, and says furthermore that as a cycling centre, New York and Brooklyn are away behind the Queen City of the west. He claims to have been entertained in a most hospitable manner, and is content to make Chicago his home for the future. Fortunately Chairman Raymond is as popular one place as at any other, hence the graceful manner in which he satisfies himself with his surroundings.

The New Jersey Athletic Club, with grounds at Bergen Point, N. J., have contracted with Civil Engineer Dunham, of Plainfield, N. J., to build for them a modern cycle track that will contain all the known improvements to date. It will be one-quarter-mile in size, and banked well on the turns. President Sullivan, of the association, says that the new track will be ready for the Decoration Day games.

No. 8 East Sixtieth Street has been selected by the newly organized Alva Wheelmen as their head quarters. Up to January 15 there will be no initiation fee charged desirable applicants for admission into the club's membership.

The Montauk Wheelmen has temporarily disbanded owing to the large number of its members who were hopelessly in arrears with their dues. President W. O. Tate says the club will reorganize at once, freezing out the undesirable members of the original Montauks, and exercising more care in the future as to the make up of its membership.

The challenge bowling games between the Union County Roadsters of Rahway, N. J., and the Lafayette Wheelmen, of New York, were rolled in Rahway last week on the Lyceum alleys. The U. C. R.'s were victorious in both games, the first score being 870 to 685, and the other resulting in a closer finish as follows, 774 to 725. Messrs. Mooney and Martin, both of the Union Counties, rolled 202 each, in the opening contest. The Lafayette's challenge was open to any team in the M. A. C. C. tournament, and Captain Chamberlain, of the Roadsters, accepted the defi as soon as it was published with the above disastrous results to the Gothamites.

The ranks of the new Manhattan Athletic Club have been strengthened by the election of R. P. Gormully to active membership. This club will certainly prove itself a power in cycling circles in the near future, judging by the manner in which men, prominent in the sport and trade, are joining. E. B. Underhill has control of the bicycle section of the Manhattan and is giving that branch considerable attention with the most gratifying results.

January 2 will be "ladies day" at the Greenwich Wheelmen's clubhouse 509 Hudson Street. The wives, sweethearts, sisters, and mothers of the var-

ious club members, will be given full charge of everything on that occasion in the usual admirable manner, characteristic of the Greenwich boys.

With an eye to catching the overflow of the Michaux Bicycle Club, William Easton, the American Horse Exchange auctioneer, will shortly open a riding school and aristocratic club in the building formerly used for an equestrian academy at the corner of Grand Boulevard and Sixtieth Street. Mr. Easton is personally a most popular man, one who can command a following of his own, equally as well as the "J. Wyndham-Quin brigade." At all events the new school will be welcomed by the "400," or as many of them as can not gain admittance to the Michaux, whose limit of 200 was long since reached.

#### WILL LOOK FOR LENZ.

*Outing*, the magazine which Frank G. Lenz represents, is doing everything in its power to trace the globe-girdler. The *Outing* Publishing Co. will send out a relief expedition, paying all expenses. They wrote to Secretary of State Gresham, informing him of their intentions and received the following reply:

"I have to inform you that this department was advised by a dispatch dated the 25th ult., from our minister at Constantinople, which inclosed a communication from Mr. Graves, the British Consul at Erzeroum, dated November 10, 1894, that he had demanded of the grand vizier that immediate steps be taken to discover and punish Mr. Lenz's murderers, if murdered.

"Mr. Graves stated that he had ascertained by private inquiries that a traveler answering in all respects Mr. Lenz's description, passed by the Turkish frontier sometime in May last at Kizil Dziel, and continued his journey toward Erzeroum. Since that time nothing has been heard of him, and a draft of which he was the bearer on the agent, Messrs. Zeigler & Co., in Erzeroum has never been presented for payment. Mr. Graves feared, therefore, that there could be little doubt that he was robbed and made away with somewhere in the dangerous districts of Bayazid or Aleshgerd. Mr. Graves added that he had requested the Vali of Erzeroum to cause careful inquiries to be made as to his fate.

"Our minister's application to the Grand Vizier may elicit further and more precise information, in which event you will be duly advised.

"I am Sir, your obedient servant,

"W. Q. GRESHAM."

*Outing*, besides having opened correspondence with the American representatives as early as August last, also opened correspondence with American missionaries, and such other correspondents as it could command in the East, to aid in the search for Lenz. The efforts to find Lenz from the *Outing* office have been unabating and it is expected that results will soon come from the work of the natives as directed by Thos. Cook & Sons. John J. Purinton has been asked to head the relief expedition.

#### MASSASOITS DOING WELL.

SPRINGFIELD, MASS., Jan. 1.—The Massasoit club election was held last week, resulting as follows: President, G. H. Wing; vice-president, George E. Buck; secretary, F. W. S. King; assistant-secretary, H. S. Cook; treasurer, C. P. Crossman; directors, S. P. Burns, C. M. Bugbee, G. A. Campbell, A. Boedecker, William E. Craw, R. S. Frost; captain, C. L. Davis; first lieutenant, C. G. Rocke; second lieutenant, F. W. Cleveland; auditors, H. G. Camp, J. E. Coburn. A vote of thanks was given the retiring officers for the faithful performance of their duties and the reports of the secretary and treasurer were postponed until a future meeting. The elections of the president and secretary were unanimous.

The club is in a very prosperous condition. The membership is limited and the limit was long since reached, while the waiting list is double the membership. The club is popular because it has all the popular elements in its membership and most of them are wide-awake wheelmen. The monthly entertainments are unique and attractive, each succeeding one being better than the previous ones. In this way the interest of members is maintained through the winter when wheels are useless.

W. L. Dickinson, for the past six years superintendent of streets, is a candidate for re-election. Though published hundreds of miles away *THE BEARINGS* was the first publication to correctly state the conditions governing a petty fight on Mr. Dickinson last summer. Mr. Dickinson is an enthusiastic wheelman, a member of both clubs and has lifted the street department entirely out of politics since his first election. In all the heads of city departments he is the only one marked for dismissal and the fight is waxing warm. Disappointed elements that have tried to run the department in the past for their own aggrandizement and failed are using their influence against him. One of his foremen is running against him, and as matters have shaped themselves the election by the city council will be exceedingly close.

A Boston rider lately nailed his Palmer tire onto his wooden rim. In riding he picked up a three-inch cut steel nail in his tire, and did not notice it. Through steady riding this was driven through the rim, and when first noticed the nail head had drawn through the tread of the tire, and the nail had been driven through the rim fully two inches. The tire does not leak, the rim is not cracked, and the wheel has been widely exhibited around Boston and commented on. The Palmer company have had many similar cases the past season.



## POPE COMPANY'S NEW OFFICES.

**Commodious Quarters of the Makers of the Columbia at Hartford—All Modern Conveniences.**

BOSTON, MASS., Dec. 30.—Thursday afternoon saw the removal from Boston to Hartford of the Pope company's office. A special private car attached to the end of the regular train, carried many sorrowing clerks and workers, and their friends surrounded the train and bade them a long farewell. About thirty-one clerks were in the party, and the Boston store will be left in charge of the young colonel, Albert L. Pope. The new building at Hartford is said to be far ahead of the Boston headquarters in convenience and beauty.

It adjoins the factory, is three stories high, with ample basement, and has a frontage of 104 feet. It is built of cream colored brick, with terra cotta ornamentation. The entrance is by a fine vestibule, which connects with a broad hall running through the middle of the building to a commodious stairway and elevator. Half of the ground floor will be utilized by the department of accounts, the remaining being devoted to the quarters of the advertising department. Most of the second floor is thrown into one large room, about 40x120 feet, for use of the executive department. This floor also contains the private offices of the secretary and treasurer. On the third floor are the offices of the president, vice-president of the company, the directors' rooms, the library, and a lecture room. A dining-room, with a fully equipped kitchen, is also located on this floor, to be used for supplying lunches for the officers of the firm. The building throughout is handsomely fitted with every modern convenience.

## THE MYRTLE HOPKINS' FUND.

The Myrtle Hopkins' fund now amounts to \$695.32. The contributions received the past week were as follows: Pastime Bicycle Club, St. Louis, \$20.50; O. W. Snyder, Kutztown, Pa., 50 cents; Unique Cycling Club, Detroit, \$6.50; Detroit Wheelmen, \$2.75; F. G. Darlington, Indianapolis, \$5.

## QUAKERTOWN HAPPENINGS.

PHILADELPHIA, PA., Dec. 31.—Joe Gannon, the plucky rider who was so badly burned by alcohol at Industrial Hall last Saturday morning, while competing in the six-day race, was discharged from the Hahnemann Hospital last Tuesday, and immediately started for his home in New York.

Thomas G. Allen, Jr., who, with H. L. Sachtleben, rode around the world a few years ago, entertained a party of local newspaper men at the *American Athlete* office on Friday. Mr. Allen spoke for several hours, and related many thrilling incidents that occurred on the trip. The disappearance of Frank Lenz was also spoken of, and Mr. Allen said that, although Lenz might have met with some misfortune, he did not think that the unlucky cyclist met death in the recent Armenian troubles, as they occurred several months after he was scheduled to leave Turkey, which was last May.

The Alpha Wheelmen held their annual election of officers on Thursday night, which resulted as follows: President, Ellwood Voorhees; vice-president, Charles Linderman; secretary, Elmer Roulett; treasurer, Charles Beckler; captain, F. Q. Tyler. The board of directors, three in number, are not to be chosen until next June. Under the club's constitution the board is to consist of five members, including the president and captain, the other three being elected each year by the members.

Arrangements are being completed for **The Inter-Club Pool Tournament** between the Wissahickon and Time Wheelmen. The team that will represent the latter will consist of J. F. Haslett, C. H. Pascall, L. E. Grubb and A. P. Coles.

The run of the Time Wheelmen on New Year's Day promises to be one of the most novel of its kind ever seen in this city. Nearly the entire membership of 170 members, as well as several unattached wheelmen will turn out on their wheels, attired in masquerade costume. The club made a parade last year and although they did not succeed in capturing any prizes, they were given

much credit for their showing. This year, however, Captain Cain expects to make a strong bid for some of the trophies offered and is confident of winning something for his trouble.

It is among the probabilities that a whist tournament between the Scranton (Pa.) Bicycle Club and the Pennsylvania Bicycle Club, of this city, will take place in the near future. The Scranton Cyclers pride themselves on their knowledge of the game, and having heard of the prowess of the local men, are thinking very seriously of issuing a challenge. In the event of a tournament taking place some exciting playing may be expected.

E. C. Bald is at present taking life in his usual unconcerned way, living with one of his numerous brothers in Buffalo. There are five large meat markets along Main Street, Buffalo, each owned by one of the Bald family. Eddie expects to go south again early in the spring to train.

Harry C. Tyler resides in South Plattsburg in the Adirondack mountain region during the winter. Here he has had E. C. Dumbleton ("Bundles"), for the winter months on a hunting trip. Webb, trainer of Tyler, is instructor in the Springfield Bicycle Club gymnasium.

# HOW TO REPAIR OUR Single-Tube Tires

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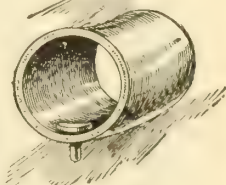
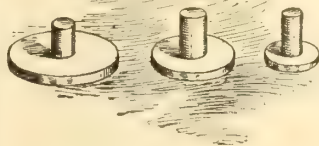
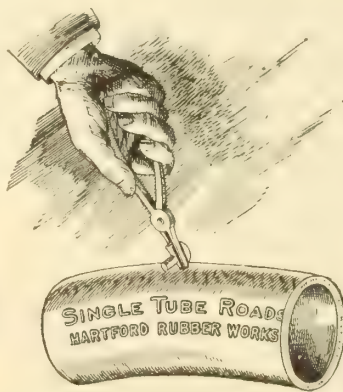
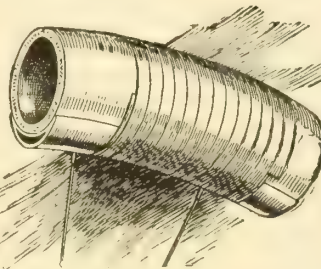
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is easily made upon Single-Tube Tires. A piece of tire tape does the work, or even a bit of chewing gum tied on with a handkerchief. This fact of simple temporary repair is invaluable when you are miles away on the road and your repair kit is at home.

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puncture can be made in a minute or two, by means of the simple and effective repair outfit we furnish, without trouble and **without removing the tire from the rim.** The puncture is enlarged by means of the pliers or a hot wire, one of the simple patch plugs covered with cement is pushed through the hole, and the tire is immediately inflated. That is all. When the cement is dry, cut off the



A leaflet giving detailed instructions for the repair of Single-tube tires will be sent on request.

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when our Single-tube tires have demonstrated this superiority to all others in simplicity, ease of repair, resiliency and speed? We can fill your orders at prices that will be satisfactory. Riders everywhere are demanding Single-tube tires made as we make them.

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## BLISS RETIRES FROM THE PATH.

When the great racing circuit opens next year old race-meet goers will look in vain for three familiar figures. The well knit figure of Julian P. Bliss, the greatest midget the racing world has ever known, will not respond to the call, "All out for the mile open." The little Chicagoan will not be there. Neither will A. E. Lumsden nor H. A. Githens, the tandem team who were responsible for the record made in the big race at Springfield. This Chicago trio have abandoned the path for good. The names of Bliss, Lumsden, and Githens have been familiar ones to the great American public for the last six or seven years. Lumsden has been on the path the longest. In the old days the westerners all pinned their faith to Arthur E.



J. P. BLISS.

A. E. LUMSDEN.

and it was seldom that he disappointed them. Beginning with the time that he won the Pullman back in the '80's, "Lummy" has been almost constantly? He it was who was picked to beat Willie Windle, when that little whirlwind was in the hey-day of his glory, but when the time came for Lumsden to show his speed, he had a bad attack of stage fright, and was ignominiously defeated by second raters, whom he had been defeating time and time again. The old ordinary brought out Githens, and the nervous Chicagoan reigned king of the western ordinary riders as "Lummy's" star began to wane. It was Githens who gave the mighty Zimmerman all he wanted in ordinary races, and long after the cracks had abandoned the high wheel Githens reigned supreme.

Coached by his club-mates, Lumsden and Githens, Bliss came to the front in '92. He was the second man to ride a mile under 2:15, and the plucky midget captured all hearts by his plucky riding. His performances in 1893 were simply wonderful and his record-breaking feats in the fall of that year stamped him a champion. This past season Bliss has been among the foremost three, but he devoted too much time to record breaking.

Bliss was married last Tuesday to one of the prettiest and sweetest little maidens in this great city by the lake. Naturally the midget wants to stay



The Monarch store.

at home and so he has decided to abandon the path, and attend to home duties. He and Lumsden will manage the retail store of the Monarch Cycle Co., at the corner of Wabash Avenue and Van Buren Street. Both of them may do a little racing locally, but will attend strictly to business. Githens, too, will attend to his duties as a traveling man for G. & J. Both Bliss and Lumsden have a large circle of acquaintances in the city and the Monarch Cycle Co.'s retail branch should become one of the most popular places on Cycle Row.

"I hate to give up Bliss," said Dave Shafer, who made the little man what he is, "but I recognize the fact that he is a married man now and should attend to business. It will be many, many years before the cycling world sees his equal. He was a wonder and a cycling Dixon."

## WINTER AMUSEMENTS IN CALIFORNIA.

SAN FRANCISCO, CAL., Dec. 20.—For the past three weeks the weather has been so inclement that club runs, road races and like enjoyments have been out of the question, and in consequence the different clubhouses are better patronized than during the riding season. Nearly all the clubs around the bay have some kind of indoor amusements on the tapis. Several of the clubs have had whist tournaments, and the billiard enthusiasts have not neglected the ivories, so that, taking it all in all, the time does not hang heavily on one's hands during the winter evenings. Some of the aspirants for racing honors are preparing themselves for next season by taking regular exercise in the gymnasium. The riding season in California usually commences right after the big twenty-five-mile road-race, which takes place on Washington's birthday.

Wilbur J. Edwards, who went east during the season just passed, has been selected as the star of next year's Pacific Coast Rambler team. From all the talk that one hears nowadays about teams, etc., it would seem that nearly every prominent make of wheels in the country would have agencies on this coast and that they will all have teams, but where the men to compose these teams are to come from is a mystery. It is true that there are many men in this state who, with careful attention, would develop into Johnsons or Zieglers, but there are not enough for all the teams, and each firm wants the best men of course.

The Bay City Wheelmen gave their annual minstrel show and dance at Odd Fellows' Hall on the night of the 10th, and it proved to be even more successful than the one last year, when the club realized something like \$350. This year's entertainment was carried on a slightly larger scale than the previous one, and the programme was a little too long, but everyone went away pleased. The show added \$400 to the club's funds. It may be well to say here that this, the oldest bicycle club on the Pacific Coast, is fast getting itself out of the financial difficulties that beset it last year, and the directors hope to pay off the remaining debt before the end of next year.

Quite a number of new clubs have recently organized in this city, but the growth of the Imperial Club, which was organized about November 1, has been remarkable. About ten unattached riders started the club going and in a little more than a month they managed to add about sixty more members to the list.

Two members of a Chicago club, Messrs. Waller and Breckenridge are stranded in this city. It seems that the young men started out with the intention of girdling the globe on Sterling bicycles and got as far as this, city, but have found out that the steamship companies, having lines to the colonies, have stopped issuing passes to "around-the-world tourists" who depend on their transportation by giving their benefactors write-ups in the journals which they represent. Waller and Breckenridge were very well treated by the local clubs until they came out in their true light, when they were dropped like hot shot. It is said that they are having their expenses paid by one of the clubs here, but this will not last forever and how the young men will get home is a puzzle, unless they get assistance from home or ride over the railroad ties to Chicago.

T. A. Griffith and Harry Terrill, of the B. C. W.'s, have just returned from a trip to the Hawaiian Islands and report a cycling boom at Honolulu. They say that the riders there treated them royally, doing everything in their power to make their stay pleasant. The Pacific Cycling Club, the principal club, gave a ten-mile road race, while they were there and the California boys succeeded in capturing first and second time prizes. Griffith covered the ten miles in 26:35 and Terrill came in half a second later. Griffith is the man who rode ten miles in 26:44 in the early part of this year. He was in the employ of the Cleveland Cycle Co. until the agency changed hands and left him without a job. Having plenty of spare time he and his inseparable chum took the trip to the islands in Griffith's father's vessel.

### Dirnberger's Intentions.

M. F. Dirnberger is doing great work in placing agencies for the Syracuse down in Missouri, southern Illinois, and in Iowa and Kansas, for the Shapleigh Hardware Co., of St. Louis. Mike will continue his travels until March 1, and will then go south to prepare for the coming campaign on a crimson rim.

Frank Lyman, who was so successful with Bliss in '93, has been engaged by Mike to train him in '95. Lyman says that his man will be the star of the coming year. Dirnberger, it will be remembered, was debarred from racing the past season by his severe illness last spring. During the year Dirnberger has kept from racing only by exercising the utmost self control. He has been on the circuit and nightly took his practice spin. Happily all the marks left by typhoid have disappeared, and he is now heavier and in better physical condition than ever before.

It will be remembered that Zimmerman said at the close of '93 that Dirnberger was the coming man, and would surely lead in '94. Away back in the spring of '93, when the report was given out and credited generally that Johnson had been thrown into the professional ranks, Tom Eck was asked what he would do. "Send for Dirnberger," said Eck. Before the year's end Johnson's records were all lowered by that same Dirnberger. Mike will ride a crimson rim to victory this season.

The Buffalo Wheel Co. are sending to their agents a handsomely framed photograph of Niagara Falls. On one of the huge rocks that rear their heads above the turbulent waters is the "ad" of the Niagara.



# CRIMSON RIMS...

"Ta, ta; we'll see you at the cycle shows."

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Call around and take a squint.

Syracuse bicycles spin to win. If you would "choose a beauty,  
win a buyer, buy a seller, sell a"—well, you know the rest.  
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## FROM OVER THE SEA.

LONDON, Dec. 22.—There are not wanting signs that the better-class cycling clubs are waking up to the necessity of adopting some alternative to the now old-fashioned smoking concert as a winter entertainment. To sit for four hours in a room reeking with tobacco fumes, listening to the hackneyed ditties of the season heard for the twentieth time, becomes monotonous after a period of years. I am glad to observe that several clubs are giving concerts to which ladies are invited both as artistes and guests. Last Monday the Hampstead C. C. a three-year-old club possessing E. Brodie Hoare, M. P., as its president, gave one of these entertainments at the West Hampstead Town Hall. Lyd. Begbie occupied the chair; many ladies filled the chairs placed round small tables; cigarettes were allowed after the interval; and well-behaved waiters silently tended to the wants of the guests between the items of an admirably varied programme. Unlike many clubs the Hampstead C. C. is full of life and growth. It has sixty members and is anxious to add lady members to its roll. Another club, the North London, famous years ago in the mid-eighties for its tricycling strength, its lady members and its all around enthusiasm, gave a very pleasant lantern entertainment at its country headquarters near Barnet on Saturday. The views shown recalled many reminiscences of past season and were nearly all from slides belonging to members. C. W. Brown, Rae, Scarfe, and

### Other Enthusiastic Tourists

were until lately members of this club. Ladies were present on Saturday and, during several intervals in the lantern show, songs were rendered.

In this week's *Wheeler* Miss Bacon commences her ladies' page under the heading of "Feminine Fancies." This young lady, about whose enthusiasm as a rider there can be no mistake, is rapidly making up leeway in her knowledge of things cycular, and the chasms of her ignorance as a cycling journalist will soon close up. Although she would be the last to admit it, Miss Bacon may be regarded as a type of the new woman, about whom we hear so much nowadays. The Mowbray House C. C. were favored with fair weather last Saturday when they carried out a "carol ride" to Guildford. Fortunately the night was moonlit, or the spirits of the party might not have reached the pitch requisite for alfresco choral exercises in mid-winter.

I think I mentioned that the sub-committee of the London County Council had reported unfavorably respecting the demand for a public cycling track in East London. Their silly technical objection was that whereas children and the public generally were not debarred from wandering over cricket, football, and tennis-grounds in parks, when there areas were not in use by the players, it would be the same with a cycling track. Fortunately the council has sent back the report with an instruction to the sub-committee to

### Grant the Prayer of the Applicants.

So we shall have a public cycle path after all. The division on the council was a close one, but the support of the movement by such men as Ben Tillett and E. H. Pickergill, M. P., pulled it through.

Lord Henry Bentwick, the great authority upon hunting, took the chair at the Notts Castle C. C. dinner recently held at Nottingham. In his speech he confessed his procrastination in not having mastered bicycle riding since the previous year, but expressed his warm admiration of the growth of the pastime, which he said was conquering the world in a manner which threw the reputation of Alexander the Great into the shade. Later in the evening his lordship was presented with a Nottingham "thoroughbred" in the form of a bicycle, and I have subsequently learnt that Lord Henry is highly pleased with the mount. In his speech he facetiously alluded to the possibilities of hunting over fallow fields on a bicycle—he having recently seen a man so mounted following the hounds.

The phenomenal success of the Dunlop Pneumatic Tire Co. as a business enterprise forms an annual topic of comment. The directors of the concern have just declared a dividend of just under \$2 per share. Ignoring the recent conversion of the shares, this is equivalent to a profit of 201¼ per cent for the past year, as compared with 200 per cent last year. Every year large sums are put aside to various funds. The record, which is probably without parallel in the history of public companies, has been a rosy one from the very outset.

## KENTUCKY'S NEW COMMITTEES.

LOUISVILLE, KY., Dec. 31.—Chief Consul Neuhaus has announced the following committees for 1895: Highway improvement.—W. T. Rolph, chairman; Paul M. Moore, W. W. Stephenson, Alf. Hennen, and G. E. Johnson. Rights and privileges.—R. H. Blain, chairman; Ed. H. Croninger, John Selbert, N. G. Crawford, and W. W. Beadles. Rules and Regulations.—J. W. Brigman, chairman; John H. Page, R. F. Pelouze, Thos. B. Dewhurst, and Walter P. Howard. Transportation.—H. Cochran Bailey, chairman; W. L. Verhoeff, A. J. Crone, John M. Cromwell, W. R. Pratt, Jos. Buren, and Claude J. Meredith. State Racing Board.—Orville W. Lawson, chairman; M. J. Fleck, and Thomas W. Russell. Recruiting.—Owen Lawson, chairman, and the entire state board of officers.

Orville W. Lawson, engaged in the wholesale millinery business under the firm name of Bareford, Lawson & Decker, suffered a large loss by fire Friday night. The stock was fully covered by insurance. The firm has already selected another location and will open a new store this week.

The riders who were at the track a few weeks ago would not recognize it now, buried as it is under ten inches of snow and ice. The winter

weather came almost unannounced and has interfered with the plans of every one, especially Paul Von Boeckman. Von Boeckman was just in shape for taking them all.

A representative of a Grand Rapids firm has been in the city for the past week, hunting very quietly for a location for his firm, who are thinking of opening here in the spring. He does not mention the name of his firm.

The idea of another cement track is buzzing in the heads of a number of local men. They argue that if new and inexperienced men can, at their first attempt, build a record-breaking track, what can they do in the second attempt? Their plans are not well enough advanced to give out any details. It is certain, however, that two tracks could not be made to pay in this city, as it is not yet certain that the one now in use will pay for itself. In order to get enough ground, they will have to go out in the suburbs quite a distance and then they will be under the same disadvantages that the Fountain Ferry track is. People want rapid transit and cheap at that.

## THEY FAVOR ROAD RACING.

SYRACUSE, N. Y., Dec. 31.—This city is thoroughly interested in road racing, and such fiends have the wheelmen become in their craze for the sport, and so numerous are the races held over the famous Cicero plank road, that the proposed action of the League of American Wheelmen to abolish road racing has caused no end of agitation. The League magnates who will control the next National Assembly may be destined to "monkey with the buzz saw," but the feeling in central New York is so violently opposed to the idea, and expressing the sentiments of nearly every cycling quarter in the country, as it does, it is hoped by Syracuse riders that the Assembly will see fit not to undermine the work of the Century Road Club of America, whose arduous labors of five years past have brought road racing up to a standard where it is now held in high repute.

Capt. C. Edward Wood, of the Century Road Club, one of the members of the records committee, who represents the east, in an interview with a *BEARINGS'* correspondent today remarked: "If the League attempts by any means to suppress road racing, they will be condemned by the majority of riders in the east who cultivate road racing for the exhilarating pastime that it affords. The League does not pay the least attention to the work of road riders, and I do not comprehend the significance of their actions in allowing the press to comment on the advisability of abolishing road racing. It is a sport that has come to stay. The club in no way recognizes performances made in localities where it is a misdemeanor and a violation of the law. Give us our rights in this matter, for the organization has brought the sport into repute where it should be allowed to remain."

## CHARLEY MURPHY BADLY HURT.

NEW YORK, Jan. 2.—Charley Murphy, the well-known racing man, was badly hurt yesterday in a Brooklyn trolley-car collision. He is suffering from several painful contusions and internal injuries, and may be crippled for life.

### Lutz Has a Good Thing.

W. A. Lutz, of Buffalo, now manager of a branch of E. C. Stearns & Co., in that city, has turned out a wheel which embraces a novel feature. This is a very narrow tread made by a very material change in the rear lower frame. In the regular wheel bars run back from the rear wheel to the crank bracket, one on either side. In this wheel made by Lutz one tube, three-quarters of an inch in diameter, is brought back on one side, curves around the wheel and to the hub on the other side. This is attached to the crank bracket by a single piece of large tubing brazed at both ends. In this way one connection is saved at the crank bracket and the tread can be made as small as 2½ inches. In Lutz's wheel the tread is 3¼ inches and is so rigid that the crank breaks under pressure, but there is no give in the bracket. This attachment requires a lengthening of the wheel base in the rear of about an inch to allow the cranks to pass. Twenty-six-inch wheels are used. It is claimed for this method of attachment, that it adds great strength, narrows the tread 1¼ inches, is easy to start, and reduces the weight of wheels. Patent has been applied for.

### New York's Delegates.

NEW YORK, Dec. 31.—Nothing startling occurred at the annual meeting of the New York division ex-Chief Consul Luscomb was presented with a magnificent watch charm, speeches were made by Luscomb, Potter, and others, reports read and accepted and the following delegates to the Assembly elected: Messrs. Schwalbach, Packwood, Woods, Betts, Honig, Neary, and Benson.

### Ziegler's Salary.

The report that Otto Ziegler would star in '95 as a member of the Falcon racing team was confirmed last week by a telegram in the daily papers. Ziegler's salary is said to be \$300 per month. He goes into training at once, and will shortly be joined by his team mates, two of whom are C. R. Coulter, ex-transcontinental tourist, and Gussie Steele, the toy racing man.

Up to date as usual, full of life and energy, H. A. Lozier & Co. seemingly have forgotten their great fire in the intensity of their desire to be in the swim in 1895, as they advertise they will be at the Chicago show, spaces 32, 33 and 34, with a complete line of 1895 wheels.



# 24-HOUR RECORD

BROKEN ON A

# TRIBUNE MODEL E

FITTED WITH MORGAN & WRIGHT TIRES.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

B. W. TWYMAN, AT LOUISVILLE, KY., 381 MILES,  
5,240 FEET IN 24 HOURS, BREAKING THE  
AMERICAN TRACK RECORD.

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BLACK MFG. CO., ERIE, PA.



## COGITATIONS ON THE CROPPER.

I was reading somewhere the other day the story of a man's early struggles with the bicycle, in the course of which he said that he chiefly devoted himself to inventing the new ways of coming a cropper, and it struck me that the writer could scarcely know what a genuine cropper is like. It was in the days of the ordinary that a cropper was worth talking about, and the most of them, as a rule, fell to the lot of riders who were experts. The man who is learning, and consequently crawling, can not be expected to come much of a purler. They say that the just man falls seven times a day, but anyone with a taste for statistics could easily prove that no cyclist reaches that form at any period of his career. In fact, the cyclist enjoys a wonderful immunity from accidents. I venture to say that in proportion to the number of people who go in for it, there are fewer accidents in cycling than in any other sport. Look at the number of football, swimming and skating accidents that are reported every year! Cycling is not in it. Such accidents as do happen are rarely of a serious kind, and I believe that they are generally attributable to carelessness. Certainly it has been so with me.

I don't say that a man may not have a fall—and a very nasty fall—from a safety, but the ordinary gave you the real Simon Pure. The safety struck a death-blow at the "header," a species of come-down that few riders of the ordinary were familiar with. A man treasures the recollections of his first header with as much jealousy as the little love-sick maiden does the withered flower that tells her of honeyed vows. It is the one remembrance fondly kept when all lighter griefs have faded. My first header didn't come by accident. It was the outcome of police interference. I was

### Riding on a Footpath,

at that time my custom always of an afternoon, when suddenly a bobby, who had been lying in wait, jumped out from behind a tree, and seized the head of my machine. I hadn't time, even if I had the desire, to say "Jack Robinson", nor do I suppose that any such observation would have done me any good. I only realized a sudden jerk, such as travelers on the Chatham and Dover line are familiar with, and dived over the handles. The houses and trees were suddenly turned upside down, and the policeman seemed to be walking with his feet uppermost, like the fly on your bedroom ceiling. The proceedings did *not* terminate with the usual vote of thanks. But I had my revenge. I was summoned, but by using some "backstairs" influence I had the summons withdrawn, and the policeman had to come and tell me that I needn't trouble myself any more about it.

I once suffered an intensely disagreeable cropper in this way. A number of us had ridden out about twenty-five miles and dined. We had had a good dinner and plenty of champagne. (*Mem.*—This particular incident is not intended for teetotalers. I see that Berry, who at one time enjoyed the pleasant and lucrative post of public executioner, has said that he never hanged a teetotaler. What a chance he lost!) We had covered about eight or ten miles on our return journey when it became our duty to negotiate a rather steep hill. I was riding last of the party, as I usually did, having no desire to make the pace too hot; and it may be interesting to mention that I was mounted on a fifty-four-inch Special Club, made by the Coventry Machinists' Co., and paid for by me. I had ridden about half way down the hill, pretty fast, and with my feet on the pedals, when suddenly a horrible state of things revealed itself to me. A portion of the road was thickly covered with large, sharp, loose, stones, evidently laid by a fiendish road contractor who had heard that I was likely to pass that way. It was too late, I dashed into the metal, felt myself flying over the handles, a myriad stars danced before me, and then came a blank.

When I got to the far end of the blank, I opened my eyes, and looked around. I was seated on the roadside

### Surrounded by an Admiring Crowd,

and ministered to by two or three of my young companions, who had just turned up, having turned back on missing me. My hands and knuckles were lacerated and barked in a most unpleasant way; my knees and elbows were cut and hacked; I couldn't see my face, but it felt as if it had as many eyes, and ups and downs in it as one finds in the garden potato. My clothes were torn most abominably, my breeches being in a state that might have brought the blush of shame to the cheek of modesty, if said blush and cheek had not been even then as extinct as the dodo (whatever that may be). I found that an enterprising person in the crowd had taken advantage of my lapse from consciousness to absorb a silk handkerchief that had been presented to me by a girl I loved very tenderly, as I was wont to do in those days of dreams and hopes. Presently the good Samaritan took me to his house, where he and my pals scavenged me with hot water, and patched me up so that I was able to get home by train. I stole into the house very quietly, and softly went to bed. Next morning when, after repeated calls, I failed to materialize at the breakfast table, a deputation of the family waited on me in my bed-room. They made no effort to conceal their surprise when they saw on my pillow what seemed to be a badly held together plum pudding, only that your plum pudding does not sport an incipient moustache and a fairly thick head of hair. For weeks my face was blotched, scratched, torn, bruised, and battered generally. I looked like an "old inaster." How I felt I can only tell as a guarantee of good faith, and not for publication. It was all my own fault. By a little care I could have avoided the stones, and saved cycles in general from the oburgations and opprobrium heaped upon them by a wide circle of relatives and friends.

If you care to make investigations you will find that most serious falls

occur downhill. The foregoing is one of that kind. But footpath riding has claimed me for a victim more than once. Just fill your pipe again, or have another chop, while I tell you of a couple of footpath croppers. It was on a Good Friday, and a party of us had ridden to Maynooth College, where we saw all the sights, including the refectory, where the holy fathers were endeavoring to save their souls by eating some magnificent salmon, with the usual trimmings. For five miles out of Maynooth there is a very decent footpath, which, however, has the drawback of being raised some two or three feet above the road. On this path we rode in Indian file, I on my trusty 54. On my left was a garden, and as I looked over the wall

### I Saw a Vision of Beauty

hanging underwear on the clothes line. Eve, the serpent, and the garden of Eden over again. I was the serpent. What would any fellow, or serpent, do if he saw a vision of beauty hanging out the clothes? Of course he would look again. I did so. Like Hamlet when he was leaving Ophelia, "With my head over my shoulder turned, I seemed to find my way without mine eyes."

But I didn't find much of it. As ill-luck would have it, this occurred at a point where the path was at its highest from the road. I was still looking over my shoulder, when I suddenly became alive to a horrible sinking sensation, then a bump and another blank. I had gone over. To make a long story short, after recovering my senses, they strung up my left arm—something having gone wrong with the works of it—and I rode home using the right. The left was useless for many a day, it having been made worse by a drunken nurse of the Sarah Gamp type, to whose tender mercies I was committed in an hospital, where I thought I had some friends. They played "Nap," while the bibulous one rubbed the wrong liniment into my arm till it went on fire.

On another occasion I fell off a footpath because in a fit of cussedness I would not give way to another man. It was a narrow path, and as we approached each other the devil evidently tempted us both at the same moment not to dismount. I wouldn't do it, and I saw that the other fellow was equally determined. It was like meeting your first stone when learning. I might possibly have shaved by, but a fatal fascination lured me on. I went slap into him. I fell out into the roadway, he tumbled into a ditch, apparently placed there for the purpose. Neither of us was seriously damaged, but what might have happened had I not collided with him before he had time to collide with me, I tremble to think. His exhortations to me after he had oozed out of the ditch must ever rank as amongst the most remarkable outbursts of passionate eloquence I have heard.

These are just a few of the accidents I have met with in a long cycling career, but they are typical, and I believe that with care and prudence I might have avoided all of them. None of them was really serious, which fact helps my contention that cycling accidents are rarely worth talking about. I fear that these reminiscences may appear rather egotistical. They are necessarily so, as I could not very well write about any other fellow's croppers, and one man's are very like another's as no one has a copyright in that kind of thing. And now, to conclude, I hope this will find you in good health as it leaves me at present.

THE SCORCHER, in *Wheeling*.

### Electrical Designs for the New York Show.

Preparations for the New York show are being made on a very extensive scale. A side feature of the exhibition will be the marvelous and original electrical sign constructed by the Garden's electrical expert, Frank Martin. The device will be 108 feet in length by 35 feet in width, and it will contain 2,192 lamps of 29,147 candle power. The words on the sign are, "First National Show under the auspices of the National Board of Trade." Between the letters SH and OW there will be a bicycle twenty feet in length by thirteen feet in height, with wheels having a diameter of eight feet, and spokes of ½-inch with axles two inches in diameter. The diameter of the tires will be seven inches—the large sprocket twenty-four inches, and the small one eight inches. The crank shaft will be two inches in diameter, the frame tubes three inches, the handle-bars 2½ inches, and the length of the saddle thirty-eight inches. The length of the shaft will be nine feet and its width 1¾ inches, and the handle of the crank eight inches. The pedals will measure nine inches in length and the width will be five inches. These figures give one an idea of the size of the bicycle, but of course do not convey any conception of the marvelous intricacies of the workmanship. The wheels and every working part of this monster bicycle will operate every evening of the show. Colored lights will be artistically arranged for the different parts, and this will better illustrate the remarkable arrangement. To go more into detail of this piece of mechanism and give one a better idea, there are in the word "show" 95 lamps in the first letter, 105 in the second, 98 in the third, and 132 in the fourth. In the bicycle itself there are 601 lamps, and in the other letters in the sign, 1,161, making a grand total of 2,192 lamps as above stated. This sign in itself will require two motors of two-horse power to operate it. If equally distributed the lights in the sign would illuminate an area of 35,000 square feet of surface. A very noticeable feature of the bicycle will be the lantern in which will glisten an arc light. The background for this unique and artistic sign will be gold bronze, the whole making a picture that will equal in interest any of the truly wonderful electrical displays made at the World's Fair.

It is reported that the Hill Cycle Mfg. Co. will shortly open a retail store on the West Side, at or near 775 West Madison Street, where the Fowler will be sold for the West Chicago territory.



# FLASHES OF CYCLING NIGHT

BY THE IDLER



I AM in receipt of a mysterious manuscript which was sent to me securely done up in a copper cylinder. It is written in a cramped hand and concerns the strange adventures of Charlie Funnell, the proprietor of the Buffalo Tricycle factory. The manuscript reads as follows:

A friend sent Charlie a fine fox terrier pup.

Some one stole the pup.

He was down at the bank a few days after and he saw a fine fox terrier pup on the floor.

He says, says he, I think that's my pup.

He borrowed a string from the cashier and tied the string around the neck of the pup.

He lives about four miles from the bank.

Dogs are not allowed on the street cars.

He couldn't walk him home.

He hired a carriage and took the pup home.

A boy saw him and the pup as he was taking the pup home.

The boy knew Charlie.

The boy told a certain lady who had lost a pup where her pup was.

The lady found out where Charlie lived and hired a carriage. Likewise a policeman.

The law and the lady found Charlie. They also found the pup.

Charlie is still looking for a pup.

If the writer of the manuscript will call at this office he will meet the ax that is waiting for him.

## The Wail of a Pessimist.

Colonel Ingersoll wisely wishes to know why we should let the dead rule over us and why we should cherish and cling to a custom just because it is old. I think the question a pertinent one and it is at this season of the year that we are struck most forcibly with its pertinence. What's the use of wishing a man a Merry Christmas and a Happy New Year? What earthly reason have we to do so if not merely to continue an old and a worthless fashion? What good does it do to wish any one a merry Christmas? I know I am asking impudent questions now for the editor wished his subscribers a Merry Christmas and I'll lay ten to one that he will wish them as happy a New Year in every number of THE BEARINGS to come in after years.

But the fact that the editor clings to old customs will not stop my pen. I'll write my opinions just the same. What possible good, I ask again, is there in wishing a man a bad liver and a viciously active spleen (such as mine say) a Merry Christmas and a Happy New Year when "merry" and "happy" are mere symbols that stand for no intelligible something in his lexicon?

On Christmas Day I read in a big daily newspaper a great head-line which said "A Joyous Day for All." The man who wrote that head-line wrote a lie and he knew when he penned or penciled it, that it *was* a lie. He knew, as a good and well-informed newspaper man should know, that it *ary not* a joyous day for all. That it was a joyous day for but a very fragmentary part of the population. In another column of his paper was a pathetically written story about a starving woman in a hovel in the southern part of town—a poor famished old creature of sixty who was found by the Vincent de Paul Society praying and shivering in a squalid fireless room over a bed upon which lay the cold and lifeless remains of a sister who had died on that glorious Christmas Eve—of *starvation*. There was not a crust of bread in the house, not a lump of coal, not even a candle to give a bit of life. All was the darkness, the desolation of death. The poor creature, whom a cruel fate had spared to wring her skinny, shrunken hands over the last thing she loved, was scarcely able to rise from her knees when the officers of charity came.

Was it not the very acme of satire, of farce, to bid that wretch a Merry Christmas!

And yet that very wish was expressed by the well-fed and warm agent of the society.

Oh, this is a joyous season, for all, this is! It is joyous for the millions of famished men and women in this great and glorious land of the free. It is a season of intense delirium of happiness for the millions of diseased and distressed humanity that fill the great cities and pack the tenements of this land. It is a term of peace and good will for the down-trodden laborer, robbed of his wages by the grasping hand of greed. It is a time of great joy and boundless exaltation for the millions and shivering beggars hunted from the streets by the bounds of the good, kind law; for the thousands languishing on beds of sickness and death in the great free hospitals of the

civilized world; for the mourners and the weepers, and the halt, and the blind, and the lame, and the deaf; for the millions of the masses who render up all the good product they make for the benefit of the few; for the millions of economic slaves—but why go on? Is not my position clear enough? Is not my logic such as can be answered only by such as shut their eyes tight to the large, red facts of life, and, like the ostrich, with its head in the sand, fondly believe the whole universe is hidden, because its own small head is stuck under the ground?

These are my reasons for saying it is folly to talk about merry Christmases and happy New Years when we know that we are merely bandying so many hollow mockeries and so many senseless sounds. Nay, worse than senseless; they are cruel, wicked, vicious, mean, contemptible, contemning, and withering.

Let us "call a halt," as the congressman says, to this idiocy and acknowledge what must be apparent to all superhuman intelligence (if there is any), that humanity is the most detestable thing in the big world.

## Smith and Jones' New Year.

Smith and Jones, of the Bum-Bum Cycling Club, thought they would spend New Year's Day in the old style.

"Jones" said Smith on New Year's Eve, "let's do the thing up brown tomorrow, and go cycling."

"All right," said Jones, "but I'll tell you what we'll do Smith, let's go on our cycles."

"Great head!" exclaimed Smith, "that's what we'll do. We'll paralyze the girls."

And so bright and early in the morning these two originals got out their wheels, dusted 'em off, blew 'em up, oiled the bearings, and put on their most fascinating pair of bloomers. They started out early in the afternoon. The first young lady they roused up was glad to see them, inasmuch as the fashion of calling on New Year's Day was out before she had come in. She didn't know exactly what to do and was somewhat surprised when they left at the end of five minutes. Her pa went with them.

"Boys," said the old man, "my wife is a W. C. T. U. member, and doesn't allow any of the stuff in the house, but I know a place around the corner where they keep —"

The three went to the place and got two or three of the —

The next place Smith and Jones called at was a more liberal household, and they consumed the best part of a bottle of good Wilson before going. This gave them a taste for more which they had at a resort on the way to



the third stopping place, where a few glasses of sherry were added to the load they already carried.

When Smith and Jones came out of their sixth house they were red in the eyes and the face, and very affectionate. Smith was for putting his arm around Jones' neck while riding, but he was no trick rider, and the result was not satisfactory. It was about 5 o'clock in the afternoon and dark, and they had only made six calls.

"Jzhonesh," said Smith. "Jzhonesh! we're too drunksh shmake more callsh. Letsh ride 't off by making a shenshury."

"'Ash all right," said Jones, "'shawl right. Letsh get bottle 'fore we go."

They bought the bottle and started for the century. Before they had reached the outer boulevards the bottle was all consumed. Jones fell off his wheel just outside the park and Smith followed suit a few yards behind him. They lay stiff on the road, and were almost frozen to death when a park policeman found them and gave them a ride to the nearest station.

That is why, if you happen to wish Smith or Jones a happy New Year they get sick at the stomach.





DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

Vol. II.

CHICAGO, JANUARY 4, 1895.

No. 18.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE. LET THE CHIPS FALL  
WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler  
agencies—so will the Fowler wheel.  
Direct all communications to The Hill Cycle Mfg. Co.,  
42-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

## Oh, What Kindness!!!

Perched on our roost, with our eagle eye on our elder competitors, we have impatiently waited since October 26 to see whether any of them had the "back bone" to resent a characteristic insult which was given to the trade and public in the shape of a letter regarding '95 prices, in which this piece of unmitigated gall appeared:

"Our position in the past has been one of protection, and under it *we have permitted a flourishing competition to grow up.*"—(Italics ours.)

We hardly know whether we were more astonished to read such rot, which was evidently penned in earnest, or that no one of the elder firms of "this flourishing competition," which has been so considerably and kindly "permitted to grow up," has not said a word. You're a pack of cowards to sit idly by and allow such an insult to go unnoticed, and still further allow these swell-headed, self-set-up gods of cycling to still think that they have really "permitted" (?) us all to "grow up."

It would be nearer the truth for England to say to America, "Yes, you are quite a country which 'we have permitted to grow up.'"

England permitted America to grow up simply because it couldn't stop it—it tried mighty hard, and got thumped and walloped in such a confounded convincing way that it finally "permitted" (?) America to "grow up." So in the case of the cycle industry, this flourishing competition was "permitted" (?) to grow up because any one, two, or three firms couldn't help it, and it is basely ridiculous and pre-

posterous for any one to say at this time that we have "permitted you to grow up."

Supposing you saw a twenty-dollar gold piece lying in front of you on the sidewalk you would at once proceed to take out a cigar, leisurely strike a match and light it, stick your thumbs in your vest, and watch some other fellow rush up and pocket the twenty, eh? Is there one of you who wouldn't grab that twenty so quickly that it would make your head swim? That man or that company that permits others to deliberately take the bread out of their own mouths when they could so easily prevent it simply don't exist today, and it is an imposition on an intelligent people to ask them to swallow such statements.

Speaking more particularly for ourselves, makers of Fowler bicycles:

We are in no way indebted to these conceited, puffed-up, swell-headed people for our success.

We have no one outside of the walls of our own factory to thank for the fact that there is not a bicycle made on earth that is better than The Fowler.

Experience and common sense, together with a bit of judgment, led us to decide on a policy toward the agents and riders of our wheel that has been the other reasons for an unparalleled success, and has made for us a reputation that we jealously guard, and for which we are not indebted to any competitors for having their permission *that we might* "grow up."

### WHAT WE HOPE TO SEE:

One thousand cycle agents at the cycle show next week.

All the so-called "trade notes" in cycling papers fired into the waste-paper basket.

The L. A. W. keep its filled-to-over-flowing hands off road racing.

The cycle board of trade do something worthy of the 365 days that it has spent in thought.

The Fowler come one—two in the next Chicago road race.

A trade banquet at the New York cycle show where the great "I am" wont read a speech written by some one else.

Every visiting agent, that we may talk to him of The Fowler.

THE  
PINK  
OF  
PERFECTION--

*The Fowler*

"THE  
KING  
B  
OF THEM  
ALL."

AT STANDS 71 AND 74.

We are ready for business.

Come and see

*The Fowler*

DON'T FAIL.

1895 Fowlers, (except  
ladies' and racers)  
are ready for im-  
mediate de-  
livery.



THE FOWLER TRUTH.

# To the 1,000 Cycle Merchants

Coming After Facts to the Great Chicago Cycle Show

**G**REETING: We will be pleased to extend a cordial welcome to every visiting agent at our stands, numbers 71 and 74. We have no "works of art," no "cheap John" breast pin or souvenirs in any shape to give away—only facts about the Fowler. We have no bicycle built for the occasion—nothing but Fowler bicycles that are the same the year through.

WE GUARANTEE THIS.

We have taken two prominent spaces to display to the world Fowler bicycles. We have, by so doing, challenged comparison with every wheel in our class—the highest grade—and we do so fearlessly.

Come to our stand; let us show you the Fowler in all its details. We shall not need to explain any "weak spots" or take time by making any apologies. We will treat with you pleasantly and earnestly. You will find us ready for business. Come and get acquainted anyway. If we can accomodate you in any way, command us.

For convenience of visiting agents at the Chicago Show, should you desire to write any letters we are pleased to place at your disposal a competent stenographer, free of any charge, who will be at our stands from 10:30 to 2:30 daily.

Wishing you all a pleasant, safe and satisfactory journey, and trusting to have an opportunity to greet you, we are,

Yours very truly,  
HILL CYCLE MFG. CO.,  
142-148 West Washington Street,  
Chicago.

*Know all ye  
New England  
Agents that  
B. B. Emery  
& Co.,  
Boston, Mass.,  
40 Columbus Ave.,  
will control  
the entire  
New England  
States  
on Fowlers  
for '95.*

Make application  
to them for terms  
and discounts.

Messrs. Emery &  
Co. have sold in the  
past two seasons  
some 800 Fowlers,  
and have ordered  
1,000 for '95.

## Fowler Bicycles

are what we claim  
they are—

Equal to any bicycle in the world.

Fowlers are ready for  
immediate delivery  
(except ladies' and  
racers).

Hill Cycle Mfg. Co.,  
142-148 West Washington Street.  
CHICAGO.



# TRADE

*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## THE CHICAGO SHOW.

**What the Trade Will Show the Great American Public at Battery D Next Week.**

The Chicago show opens on Monday next, and every indication points to its being the greatest cycle show ever held in this country. The management have made many innovations that are appreciated by the trade. The fact that there are more spaces in the two armories devoted to the show than there have been at any previous show, and that they were all taken months ago, give but a slight indication of the interest that manufacturers have taken in the event, and reports brought by traveling salesmen and others, who come from all parts of the country, indicate that the dealer who does not attend the show will be on the side of a very small minority.

The following forecast of the exhibits will prove of more than passing interest. One of the most startling things revealed by it is the fact that the weights of the wheels will average very low. The firm that does not have a wheel for road use under twenty-two or twenty-three pounds will be the exception. A very large proportion of the wheels will have detachable sprockets. In the matter of rims, wood will be almost universally used, even the makers of tires of the clincher variety using them. Extensive experiments have been made during the past twelve months, and the result is that wood-rim making has almost reached a stage of perfection. All light wheels will be reinforced in one way or another, and the reductions in weight will not be accompanied by any reduction in strength. On the other hand, the wheels that will be shown this year will be more substantial than the heavier models of a year ago. There has also been a general improvement in the smaller details of workmanship and finish, which would seem almost incompatible with the general reductions in price. Prices, by the way, will be, as a rule, \$100 for the entire line of most firms who are making a bid for the best trade. There are a few makers who are catering for the elite of cycloedom, who list their superfine wheels at higher prices, but they are not many. There are numbers, of course, that cater to the more popular demand, that are putting out wheels at \$75 and \$85 that would have opened the eyes of the cycling public two years ago.

The following brief summaries of the exhibits will convey more in detail the general ideas we have advanced:

### New York Tire Co.

The New York Tire Co., 23 Warren Street, New York, have stands 109 and 110. This company will show their regular line of goods, and also a number of special tires for multicycles, sulkies, carriages, and other vehicles. The New York tire has a special fabric that allows of a reduction in weight without the lessening of strength. Theirs is a 2¾-pound guaranteed road tire in 1¾ inch, and is not an experiment. New York tires that have stood great tests will also be shown.

### Simonds Rolling Machine Co.

In stand 82 Simonds Rolling Machine Co., of Fitchburg, Mass., will give their usual interesting exhibition of balls in all sizes from 1-200 of an inch to nine inches in diameter, and also a line of pedal-pin forgings, crank axle forgings, crank keys, hubs, pedal cases, and other miscellaneous forgings.

### R. B. McMullen & Co.

Roger B. McMullen & Co., of Chicago, will fill stands 94 and 97 with lines from the following concerns represented by them: Hartford Rubber Works, Hartford, Conn.; steel tubing from the Shelby Steel Tube Co., Shelby, Ohio; forgings from the Union Drop Forge Co., Chicago; rims, fork sides, and stampings from C. J. Smith & Sons Co., Milwaukee, Wis.; driving chains from Indianapolis Chain and Stamping Co., Indianapolis, and saddles and tool bags from Westboro, and from the Garford Co., Elyria.

### Peerless Mfg. Co.

Four models will be shown by the Peerless Mfg. Co., of Cleveland, in stands 67½ and 77½. These are the famous Triangle line; track racer, seventeen to eighteen pounds; road racer, 21½ pounds; light roadster, twenty-five pounds, and the twenty-four pound ladies' wheel with twenty-six-inch wheels. All but the racer, which lists at \$125, will list at \$100. W. A. Neff will be in charge.

### E. J. Lobdell.

E. J. Lobdell, of Marietta, Ohio, will show a complete line of bicycle rims in stand 118. This is a second-growth hickory rim made under Shepard's patent compressed process. Other woods are used.

### W. S. Frazier & Co.

They will exhibit a racing wheel and two road machines. They will

also show a full line of pumps and bicycle parts. These latter will be shown in the department devoted to bicycle accessories.

### Sieg & Walpole Mfg. Co.

Perfection sundries will be shown as follows: Perfection repair outfits, Nos. 1, 4, and 5; Perfection solid burning oil, Perfection wood-rim cement, Perfection rubber cement, Perfection tire cement, twenty-five different styles of Perfection tool bags, a complete line of Solid Comfort saddles, the Loew cyclometer, and lamps, bells, suits, sweaters, wrenches, shoes, oilers, pedals, etc.

### Capitol Mfg. Co.

The only article in the sundry line made by the Capitol Mfg. Co. is the Loew cyclometer. This they will exhibit in space 92. The cyclometer has been vastly improved, and its price—\$3.25—is a most popular one. It registers 10,000 miles.

### Cushman & Denison.

One of the most interesting exhibits in the sundry department will be found in space 93 where the Perfect pocket oiler and the Star oiler will be shown, along with oiler and pump holders. Cushman & Denison intend to make a good display.

### Braddock Hose Supporter Co.

Hopp's bicycle skirt holder, belt hose supporter, shoulder hose supporter, and side hose supporter will comprise this exhibit, along with a line of the famous Braddock hose supporters for ladies and gentlemen in lisle and silk.

### Kalamazoo Cycle Co.

They will occupy space 87½ and show their well-known line of child's seats, baby carriers, mail-carrier attachments, parcel carriers and trouser guards. They will show nearly a dozen new styles of child's seats, baby carriers, and parcel carriers, which will be adapted for attachment to the head and frame of the wheel independent of attachment to the handle bars.

### C. J. Whipple & Co.

This exhibit will consist of Whipple's portable safety stand and Christiansen & Burns' bicycle sleds. The latter takes the place of the front wheel for riding on snow and ice. It is easily attached and weighs but seven pounds. C. J. Whipple will be in attendance.

### Indiana Novelty Mfg. Co.

They will show the Plymouth wood rims, about which so much has been heard the past season. They will have rims in all sizes and shapes.

### A. U. Betts & Co.

Red Cross cement and sundries, comprising about twenty-five patent specialties, will be found at space 86. Mr. Betts and a large staff will be at the show to talk business with Red Cross agents.

### Parkhurst & Wilkinson.

In the tire department P. & W. will show the Webb tire in all weights and sizes. They will also show a line of tubing, forgings, saddles, balls, nipples, hubs, pedals, wrenches, and sundries. They will represent the Ellwood Shafting & Tube Co., Cleveland Machine Screw Co., Sager Mfg. Co., Automatic Machinery Co., Wilcox & Howe Co., Excelsior Needle Co., and Mossberg Wrench Co.

### John Caldwell & Co.

This concern will represent the Barnes Tool Co., I. A. Weston & Co., Mason & Mason, and H. M. Rosenblatt & Co., and will show wrenches, hubs, spokes, repair outfits, tool bags, etc.

### Mechanical Rubber Co.

Tires, pedal rubbers, grips, mud guards, and other rubber goods will be shown in space 108½. The Loop tire will be put to some severe tests, as well as the other tires made by this firm.

### Bridgeport Gun Implement Co.

Cyclometers, lamp brackets, bells, oilers, whistles, lubricants, and other cycle accessories will comprise the exhibit of this concern in space 119.

### Lodge & Davis Machine Tool Co.

This concern is located at Cincinnati and have branches in Chicago, New York, Boston, and Pittsburg. They will be located in spaces 125, 126, 127, and 128, where they will show a complete line of machine tools and improved machinery for the manufacture of bicycles.

### M. E. Griswold & Co.

This pioneer in the rubber mud-guard business will be located in space 93½ and will show a complete line of mud guards, tire-repair tools and cyclometers.

### Indianapolis Rubber Co.

I. C., Crescent, and G. & J. tires will be shown by Messrs. Wood & Smith in space 99. The Manufacturers & Merchants' Warehouse Co., who handle Mannesman tubing and cycle material sundries, will also be in this space.

### Tillinghast Mfg. Co.

In space 100 Mr. Tillinghast will show his new tire, which combines simplicity of operation with secure attachment. There is air space all above the rim, giving the largest possible cushioning surfaces.

### Eastern Rubber Mfg. Co.

They will exhibit a full line of Rex, Arrow, Climax, and Universal tires, as well as other bicycle and rubber sundries. The Arrow tire is the new mechanically fastened tire which the Eastern Rubber Co. are putting on the



market. They will also have a full display of machines for testing tires and wheels on which they are attached.

**L. C. Smith Tire Co.**

Space 108 has been assigned the L. C. Smith Tire Co. They will exhibit the L. C. Smith tire and any one wishing to learn all the fine points about this well-known tire should call and see C. A. Benjamin, who will be ready to talk on this subject on the slightest provocation.

**Boston Woven Hose & Rubber Co.**

The Vici locking tire in all sizes and weights; the Chic tire, a hand-made tire that is said not to slip or split on the tread; the Evertite, an inner tube tire, and the single-tube Evertite tire for bicycles and carriages. Pedal rubbers and patching rubbers will also be shown. A handsome calendar will be given away as a souvenir.

**Diamond Rubber Co.**

They will show a large assortment of single and inner tube tires for all size of wheels, including two and four wheeled vehicles. The tires to be exhibited will be Akron Flyers, Reindeers A, B, and C, and racing tires, ranging in price from \$12 to \$20. They will also exhibit cement patch rubber, tire tape, friction cloth and other repair materials.

**New York Belting & Packing Co.**

They will have on exhibition their new League tire, "Stick and Stay" sundries, rubber pedals, combination handles, etc.

**George N. Pierce & Co.**

A new line, the Pierce, and the well-known Queen City line, will be exhibited by this concern in stand 11. There will be four models of the Pierce and five of the Queen City. The latter line is of the same design as the Pierce, having been remodeled and lightened. The hubs of all the wheels are lathe-turned from the bar, and all bearing shells and cones turned from a special bar steel, and they are perfectly tempered and fitted. The Pierce line consists of: Model 1, twenty-four-pound roadster; price, \$75. Model 7, twenty-eight-inch ladies' wheel; weight, twenty-five pounds, selling at \$80. Model 2, twenty-two-pound light roadster; price, \$85. Model 3, nineteen-pound racer; price, \$90. The Queen City line: Model 8, twenty-six-inch ladies' wheel; price, \$50. Model 4, twenty-six-inch deep diamond; price, \$50. Model 5, twenty-four-inch deep diamond; price, \$40. Model 9, twenty-four-inch misses'; price, \$40. Model 6, twenty-inch boys' wheel; price, \$40.

**Snell Cycle Fittings Co.**

Their exhibition will consist of finished parts of bicycles, complete frames, bicycle lamps, hubs, pedals, etc. Mr. Snell himself will be in attendance and all visitors will be assured of a hearty English welcome and a sight at one of the most complete line of cycle accessories made.

**James Cycle Importing Co.**

This concern will be found at stand 5, where Mr. J. Bridger will show four models of the James and one of the Gladstone, the new wheel made by the James Cycle Importing Co. The following wheels will comprise the exhibit: James track racer, weight seventeen pounds; James road racer, weight twenty pounds; James ladies' wheel, weight twenty-one pounds; James tandem, weight thirty-eight pounds; Gladstone road racer, weight twenty pounds.

**Indiana Bicycle Co.**

The big Indianapolis concern will show their regular '95 models and their line of new pedals. One feature of the exhibit will be a ten-pound racing wheel built especially for the show. The Indiana line consists of the following: Twenty-two-pound high-frame Waverley Scorchers, fitted with G. & J. wood-rim clincher tires; twenty-three-inch framed Waverley Scorchers, fitted with steel rims and Waverley clincher tires; twenty-two-pound Waverley Belle; twenty-pound special diamond framed wheel, built for ladies' use. The list price of the two ladies' machines is \$75 each and the two gentlemen's, \$85 each. The Indiana company is located in stands 68 and 77.

**Derby Cycle Co.**

In stand 49 will be found the Derby line and the Pease detachable tire. The Derby is a high-grade wheel, the gentleman's wheel being constructed with a diamond frame with two upper and two lower tubes. The ladies' wheel has a single frame, which is strengthened by carrying the rear braces under the crank hanger and forward to the rise of the back bone. The weights of the gentlemen's wheel range from twenty-four to twenty-eight pounds, and the ladies' from twenty-five to thirty-one pounds. The list price on all of the wheels is \$100.

**Fulton Machine Works.**

This company will show a full line of Thistles at stand 3. They will exhibit a twenty-three pound roadster, a nineteen-pound light roadster, and a twenty-one-pound ladies' wheel. They also have a fifteen-pound racer, and a thirty-five-pound tandem, with a single chain, which they will be unable to show, because of lack of space. The Excelsior Supply Co. control the entire output of the Fulton Machine Works.

**Hay & Willits.**

Outing bicycles and the Cyclone pump will be the features of the exhibit of this enterprising Indianapolis firm. They are also working on a ladies' model, but doubt if they can finish it in time for the show. The Outing lists at \$85, and the light roadster weighs 24½ pounds with wood rims and road tires. The frame is reinforced with ¾-inch tubes to the rear fork, and a 9½-inch steering head. It has a 43-inch wheel base. The Cyclone pump made by this firm lists at \$2. Hay & Willits will exhibit at space 139.

**Speeder Cycle Co.**

This display will consist of three two-speed bicycles. One of them will be geared from fifty-two to seventy-four, another fifty-six to eighty-two and the third from sixty-three to ninety. These gears can be changed from low to high or *vice versa* while riding at top speed. The gearing only adds 1¾ pounds to the weight of the wheel, the list price will be \$125.

**H. F. Schlueter Cycle Mfg. Co.**

This Cincinnati firm intend to exhibit a full line of Norwoods. The roadster lists at \$100 and the Special and racer at \$120 each. Mr. Schlueter will be in attendance to explain the beauties of his line.

**R. C. Whayne.**

Besides the Southern Mr. Whayne will exhibit a number of his novelties, which include an adjustable handle-bar and an adjustable foot brake. The latter sells for 75 cents. The Southern sells for \$1.00. Mr. Whayne and two of his assistants will be in attendance.

**Plymouth Cycle Mfg. Co.**

Nine models ranging in weight from seventeen to twenty-eight pounds will be shown in space 51½. The Smalley special, weighing twenty-one pounds, will be shown in both high and low frames. The light roadster, weighing twenty-four pounds, and the twenty-eight-pound roadster will also be exhibited. Besides these will be a new seventeen-pound track racer, with a four-inch tread, and a nineteen-pound Buck racer. The '94 Model 25, will complete the exhibit. All of the wheels, except the racers, list at \$100; these sell for \$125.

**Niagara Cycle Fittings Co.**

This exhibit in space 81 will consist of the following: A full line of '94 pattern Niagara pedals, rat-trap and rubber, weighing nine and thirteen ounces respectively; a full line of '95 pattern Niagara pedals, drop forged all over, rat-trap and rubber, weighing six and twelve ounces respectively; a line of Niagara featherweight pedals, weighing four ounces; Niagara saddles, with screw adjustments, weighing from twelve to nineteen ounces; Niagara gossamer mud-guards; Niagara wrench, with screw-driver attachment, and swayed spokes, spring-steel rims, Buffalo drop forgings, Excelsior steel balls, and a full line of hubs, parts, and sundries.

**Yost Mfg. Co.**

A living picture heads the list of the Yost Mfg. Co.'s attractions. This is their gold crank Falcon light roadster, weighing twenty-one pounds, a high-grade wheel in every way. There is also a "revelation" in the Falcon roadster at \$85, weighing from 24½ to twenty-seven pounds, and a "model of beauty" in the Falconess, a \$100 twenty-seven-pound ladies' wheel. The "heavenly twins" are the Falcon and Falconess, with twenty-six-inch wheels the former at \$65, the latter at \$70. All wheels are fitted with M. & W. or Pease detachable tires.

**Peerless Mfg. Co.**

The Peerless company will exhibit a line of six wheels as follows: A light roadster weighing 21½ pounds; two light roadsters, one weighing twenty-five and the other twenty-seven pounds, two ladies' wheels, one with a curved frame and the other with a straight tube frame. The latter has twenty-six-inch wheels and weighs twenty-four pounds. The Peerless people have several new and novel features, such as a new seat-post adjustment, detachable front and rear sprocket wheels and a universal handle-bar. The brake fixings are removable, the lug for the handle-bar, being made in the form of a hinge, so that it can be lifted off at will.

**Hoffman Bicycle Co.**

Three styles of wheels will be exhibited by this Cleveland firm. The road wheel has a high frame, a 5¼-inch tread and weighs from twenty to twenty-three pounds according to the equipments. The racing wheel is built on the same lines, but is considerably lighter, tipping the scales at from sixteen to nineteen pounds according to the equipment. A ladies wheel weighing under twenty-four pounds will complete the exhibit. All wheels weighing from twenty to twenty-four pounds list at \$100. The Hoffman company's head clamping device and reinforced tubing will also be shown.

**St. Louis Refrigerator & Wooden Gutter Co.**

The Lu-Mi-Num people will make no effort at special display ornamental machines, but will exhibit their seven models and a collection of specimen parts. Probably the best part of this display will be the Lu-Mi-Num racer, which weighs fifteen pounds and lists at \$125. The frame, forks





# Arrow! Rex! Climax!

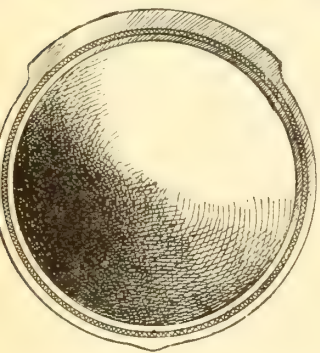


**THE ARROW** is the best mechanically fastened Pneumatic Tire manufactured, and the **ONLY** practical one.

## HOW TO OPERATE THE ARROW PNEUMATIC TIRE.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible.



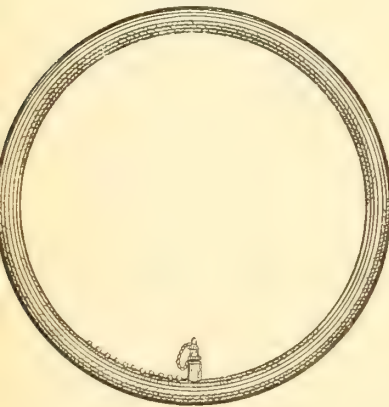
## CLIMAX

Our Climax Pneumatic Tire has a separate casing and inner tube and cements on the rim. It is made of the very best Old Fine Para Rubber, carefully compounded with only enough sulphur to properly vulcanize it, and stands the greatest possible amount of wear and hard service.

This form of tire is very popular. Price and quality considered, it is the cheapest tire on the market. But not a cheap or competition article. We make only high-grade goods, and any bicycle tire bearing the name of this company is first-class in every respect. The utmost pains are taken in its manufacture to obtain a most excellent finish, strength and resilience not being sacrificed.

Each tire is fitted with our Superior Pure Para Air Tube, a full description of which is given elsewhere in this book. We very strongly recommend these tires to manufacturers, dealers, repairmen, and riders.

Our guarantee is a strong one.



## REX ROAD TIRES

The Rex Road Pneumatic Tire, as manufactured by us, has a separate casing and inner tube, is laced in one place, also cements on the rim. This tire is very strong, light, and beautifully finished. Although strong, it yields to pressure at all points. They weigh two and three pounds per pair, and are fully guaranteed for road purposes.

The two-pound Rex is an excellent racing tire; is very lively, and will not burst, neither will it puncture easily. The so-called lighter racing tires, made of loose fabric or strings, are very unreliable and give out at the most critical periods. Unlike the latter tires, when punctured the difficulty can be easily located, and when repaired are permanent. The air cannot follow porous places.

The three-pound tires are most excellent for all road purposes, and are more resilient than any other manufactured.

The Superior Pure Para Air Tube is used in every tire together with our Superior Air Valve. To those who want a strong resilient tire of lightest possible weight, consistent with strength, we highly recommend our Rex Road Tire.

**COMET.** We also manufacture a cheaper tire branded Comet. They are strong, resilient and durable.

Attractive advertising supplied free, bearing agent's name.

Send for information and circulars.

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

Mention The Bearings

## EASTERN RUBBER MFG. CO.,

TRENTON, N. J.



handle bars and seat post are made of aluminum; Lu-Mi-Num fixture joint wood rims and double swaged twenty gauge tangent spokes are used. The wheel has a large barrel rear hub, a five-inch tread, a forty-three-inch wheel base and a twenty-three or twenty-five-inch frame. A description of the other six models was printed in THE BEARINGS last week.

#### Julius Andrae.

Five models of the Andrae cycles, ranging in weight from the racer at eighteen pounds up to the light roadster at twenty-four, will form part of the exhibit of Julius Andrae. The gentlemen's wheels will be fitted with three different styles of frames, and the ladies' two. The lower rear forks are re-inforced by an improved method of re-inforcement, which overcomes the side strain in case of a twist or fall. The tubing on the chain side is made two gauges heavier than on the opposite side. These wheels list at \$100, Andrae will have a cheaper line on exhibition—the Sunbeams, which list from \$40 up to \$75, and range in weight from twenty-four to thirty pounds. The famous Sunbeam chain lubricant will also be shown.

#### Monarch Cycle Co.

All kinds of Monarchs will be displayed by the Monarch Cycle Co. The exhibit will consist of a twenty-six-pound ladies' wheel, price \$85; a twenty-four-pound gentlemen's wheel, listing at the same figures; a twenty-two-pound road wheel, listing at \$100; a twenty-five-pound ladies' wheel, listing at \$100, and an eighteen-pound racer, listing at \$125. All of the machines will be fitted with the Monarch ball holder and dust protector, and all the sprockets are detachable. Brandenburg pedals are used.

#### Ariel Cycle Mfg. Co.

M. E. Meader will be in attendance at the Ariel's booth, and will have with him five of the '95 models, consisting of a twenty-seven-pound roadster, listing at \$85; a twenty-five-pound roadster, listing at \$100; a twenty-two-pound light roadster, listing at \$100; a racer weighing from sixteen to twenty pounds, listing at \$125, and a twenty-five-pound ladies' machine, with twenty-six-inch wheels, listing at \$100. Mr. Meader will have three assistants, and Ariel agents are assured of a hearty welcome.

#### Charles Truman & Co.

Their exhibit will consist of a racer, roadster, and ladies' wheel, weighing sixteen, twenty-two, and twenty-five pounds, respectively, and listing at \$125 and \$100. Truman & Co. will be found in space 135.

#### Warman-Schub Cycle House.

About twenty wheels will comprise the exhibit of this concern. They will have a 17½-pound racer, with a 4¾-inch tread, a twenty-pound roadster, a ladies' double tube frame wheel, barrel bracket, 5½-inch tread, weighing twenty-four pounds, all listing at \$125. They will also have two twenty-seven-pound roadsters, with different heights of frame, listing at \$100. There will also be three distinct styles of twenty-four and twenty-six-inch girls' wheels, some of which will not weigh more than eighteen-pounds.

#### March-Davis Cycle Co.

A twenty-one-pound roadster with a high frame, one of the same weight with a low frame, a sixteen-pound racer, a twenty-three-pound ladies' wheel, and a thirty-eight-pound tandem will be the attractions at the booth of the March-Davis company.

#### Rouse, Hazard & Co.

Five models of the Sylph, ranging in weights from the seventeen-pound racer up to the twenty-three-pounds ladies' wheel, all listing at \$100, and eight models of the Overland, ranging in price from \$40 to \$75, and in weights from twenty-five to thirty-two pounds, will occupy spaces 39 and 40. As a curiosity Rouse, Hazard & Co. will exhibit the first rear-chain driven safety ever built. The Rudge Cycle Co. built it in England in 1878.

#### Elmore Mfg. Co.

Ned Oliver and J. H. Becker will be found at the stand with five wheels, showing the Elmore Scorchers, weighing 22½ pounds, listing at \$75; Elmore roadster, weighing twenty-five pounds, listing at \$75, and the Lady Elmore, weighing twenty-six pounds, and listing at \$75.

#### Black Mfg. Co.

This exhibit will consist of the following: Models C, F, and A, with different heights of frame, weighing twenty-four pounds, and listing at \$100. Models D, E, and B, with different heights of frame, weighing twenty pounds, and listing at \$100; two models of the Vigilant Tribune, weighing twenty-six pounds, and listing at \$90; a racer weighing from seventeen to nineteen pounds, listing at \$100, and a twenty-five-pound ladies' wheel.

#### Grand Rapids Cycle Co.

The Clipper line to be exhibited is as follows: Clipper light roadster, weight twenty-one pounds; Clipper No. 24, weight twenty-four pounds; Clipper No. 20, weight twenty-seven pounds; ladies' Model B Clipper, weight twenty-seven pounds; Clipper No. 19, weight twenty-seven pounds; Clipper racer, weight sixteen pounds. All of these wheels will be fitted with either G. & J., M. & W., or Palmer tires. No. 19 is a wheel built to sell to the trade with their own name on it. The entire line, with this latter exception, lists at \$100. Messrs. Pratt and Wilmaeth will be in charge.

#### Western Wheel Works.

This great concern will show the Crescent Scorchers and six other models. The prices are unchanged, but the wheels have been improved. The Scorchers list at \$90, and weigh but twenty pounds. The special features will be large tubing throughout and a new style sprocket. The Crescent No. 1 will weigh twenty-three pounds and is built on the lines of

the Scorchers. Crescents 2 and 3 will list at \$50 and \$40 each. They are made with twenty-four and twenty-six inch wheels and will weigh 22½ and 21¼ pounds respectively, with high frames. The Crescent No. 4 is the \$75 ladies' wheel, weighing but twenty-two pounds. Models 5 and 6 list at \$50 and \$40 respectively and are fitted with twenty-six and twenty-four inch wheels. The former weighs twenty-four and the latter 22½ pounds. Then there are two other wheels, built for Crescent agents only. These list at \$50 and are to stop the "trading" agents have to do each year.

#### Sterling Cycle Works.

It will take two spaces to exhibit the Sterling cycles at the show and in spaces 79 and 80 will be found the five '95 models. The ladies' Sterling, weighing twenty-five pounds, listing at \$110, the Sterling Expert, Model G, weighing twenty-six pounds, listing at \$100, the Sterling low diamond, Model K, weighing twenty-three pounds, listing at \$110, the Sterling Expert road racer, Model I, weighing twenty-two pounds, listing at \$110, and the Sterling racer, weighing nineteen pounds and listing at \$125 will comprise the exhibit.

#### Two Speed Bicycle Co.

This exhibit will be made up of four machines—the first machine built in 1892, the 1895 machine, the '94 wheel on which H. L. Dodson made some remarkable hill-climbing records, and the perfected 1895 wheel. This wheel will list at \$115. At the show it will be mounted on a home trainer so that interested persons may ride it and note the effect of the change in gear.

#### Ames & Frost Co.

The wheel that "Birdie" Munger first brought into prominence has been improved, and the machines that will be exhibited will be masterpieces. Model 15, the leader, weighs twenty-five pounds, and lists at \$100; Model 16 weighs 26½ pounds; Model 17 is the same as the preceding models, but has a lower frame; Model 18 is the racing wheel, and weighs about nineteen pounds; Model 19 is the light roadster, and weighs about twenty-two pounds. The ladies' wheel, Model 20, will weigh about twenty-three pounds.

#### National Sewing Machine Co.

The Franklin at \$125, the Eldredge racer at \$125, the Belvidere at \$100, the American Beauty, ladies' wheel at \$110, and the Franklin Junior at \$80 will be exhibited at space 62 by the Belvidere concern. B. Eldredge, F. P. Eldredge, D. Patton, W. S. Brown, and J. A. Windsor will be in attendance.

#### Columbia Rubber Works Co.

This Akron, Ohio, concern will show a full line of Palmer, Akron, and G. & J. tires made by them.

#### Diamond Rubber Co.

This new tire firm will have a complete exhibit of Akron Flyer, Reindeer A, Reindeer B, Reindeer C, and racer tires.

#### Tillinghast Mfg. Co.

Mr. Tillinghast has been prominent in trade circles ever since he brought out his famous tire years ago. This year he will show a full line of his new tires at space 100.

#### New York Standard Watch Co.

They will show a line of Standard cyclometers in space 100½.

#### Morgan & Wright.

The remarkable success of this tire on the path last year will make the booth of Morgan & Wright an interesting one. The genial Herrick will be there and will have with him a full line of the new M. & W. tires.

#### Gormully & Jeffery Mfg. Co.

G. & J. will use five spaces to display their wares and in booths 42, 43, 44, 89 and 105 will be found the Rambler and its accessories. The wheels, to be shown will be Ramblers Nos. 10, 11, 12, 14, Models D, E, and C and three styles of tandems—combination, gentlemen's and racers. In the tire and accessories booth will be shown the G. & J. tire, how it is constructed, the method of repair, inflation, etc. Twenty-two styles of saddles, listing from \$2.50 to \$5, the G. & J. tool, tourist and outing bags will be shown. In the same department will be shown the G. & J. floor and hand pumps. As a finishing touch the G. & J. line of lamps will be shown. A 14¼ pound racer that was used on the track half of last season will be exhibited.

#### Buffalo Cycle Co.

This concern, formerly the Buffalo Tricycle Co., will show six wheels, four on the floor and two on stands on the rail. The wheels to be exhibited are two Envoys, one with twenty-eight inch and the other twenty-six inch wheels, and two Fleetwings, one with twenty-six and the other twenty-eight inch wheels. The twenty-eight inch wheels list at \$75 and the others at \$60.

#### Rockford Tool Co.

The Rockford Tool & Sundry Co. have the west one half of stand 86, and will show bicycle parts made of sheet metal flat and formed.

#### Are Coming to Chicago.

All the Canadian dealers favor the Chicago show, and will be at Chicago and not at New York. In this connection the remarks of the well-known traveling man, M. G. Peoli, of New York, are worth a line. "You can quote me as saying," said Mr. Peoli, "that every agent I meet is talking Chicago and New York shows, but all are coming Chicagoward. It is a shame that New York, the metropolis of America, should carry on this don't-care-a-cent policy, and thus league all the dealers against them. It will injure New York and aid Chicago."



WE HAVE IN STOCK READY FOR DELIVERY

MERCURY  
BROOKS  
LAMPLUGH

## SADDLES

MIDDLEMORE  
AND...  
MASON

RAT-TRAP

## PEDALS

AND RUBBER

TOM THUMB  
BEACON  
LATEST  
LITTLE WONDER

## LAMPS

BELL ROCK  
LITO  
WHEELAMP  
MERCURY

SPECIALLY ATTRACTIVE PRICES TO THE TRADE.

# AMERICAN CYCLE TRADING CO.,

SEND FOR CATALOGUE.

2081-3 SEVENTH AVE.,  
NEW YORK.

Mention The Bearings



**National Cycle Mfg. Co.**

A twenty-eight-pound full roadster, a 22½-pound light roadster, a twenty-four-pound ladies' wheel, an eighteen-pound racer, and a wheel built for tall riders will form this exhibit. The racer lists at \$125, and the others at \$100. The racer has a twenty-four-inch frame, a 9½-inch head, a forty-four-inch wheel base, and is a specially built wheel.

**Waltham Mfg. Co.**

A. W. Porter's performances on the Orient the past season will make this wheel one of the attractions of the show. The Waltham company will have a pretty exhibit, consisting of the following models: Orient roadster weighing twenty-three pounds and listing at \$100; Orient light roadster weighing nineteen pounds and listing at \$115; Orient racer weighing sixteen pounds and listing at \$125, ladies' Orient weighing twenty-three pounds and listing at \$100, and the thirty-seven-pound Orient tandem, listing at \$175.

**F. F. Ide Mfg. Co.**

The full Ide line of from fifteen to twenty wheels will be shown, as well as parts of the Ide in construction, such as frames, forks, cranks, interchangeable sprockets, etc. The Ide line is as follows: Ide Special, weighing twenty-three pounds, listing at \$125; Ide roadster, weighing twenty-five pounds, listing at \$100, and the Ide at \$100, weighing from twenty-one to twenty-six pounds. Each of these three wheels is built in three heights of frame. Then there are the Ide road racer, weighing twenty pounds, selling at \$140; the Ide racer weighing seventeen pounds, listing at \$140; the Lady Ide weighing twenty-five pounds and listing at \$100, and the Lady Ide Special weighing twenty-three pounds and listing at \$125.

**Eclipse Bicycle Co.**

The 1895 line of Eclipse bicycles will be exhibited in Space 19, together with separate parts showing in detail the method of construction and the quality of work produced in their regular stock machines. They will exhibit four models as follows: Eclipse roadster, weight from twenty-two to twenty-five pounds, list \$100; Eclipse ladies' wheel, weight twenty-five pounds, list \$100; Eclipse Special roadster, weight 20½ pounds, list \$125, and the seventeen-pound racer, listing at \$125. Some of the special features of the Eclipse are the double ball bearings for the crank shaft, the double fork crown, the Clover Leaf crank and the Eclipse pedal.

**Syracuse Cycle Co.**

The Syracuse Pacer, weighing twenty-three pounds, listing at \$100; the Syracuse Thelma, a ladies' wheel with twenty-six-inch wheels, weighing twenty-two pounds, and listing at \$100; the Syracuse Model C, weighing twenty-seven pounds, listing at \$100; the Special Syracuse, weight, twenty-pounds, listing at \$125, the Syracuse racer, fitted with twenty-six-inch wheels, and weighing from fifteen to eighteen pounds, and the Syracuse tandem, weight, thirty-six pounds, listing at \$150, will comprise this exhibit. Messrs. Bowe, Hawley, Lloyd, and Smith will be in attendance.

**Queen City Cycle Co.**

Three pattern of the Erie will be shown, one of them will weigh twenty-pounds, and list at \$100. The other gentleman's wheel weighs four pounds more, and sells for \$85. The ladies' wheel also sells at the same figures.

**Pope Mfg. Co.**

Colonel Pope will have a very interesting line to exhibit. Models 40, 41, 42, 43, and 44 will be shown. The description of one wheel fits all the others, except that the weight varies in each case. The racer, Model 44, has the Columbia single-tube racer frame, improved brackets, ten-inch ball-bearing steering head, twenty-eight-inch wheels, 1½-inch Columbia single-tube racing tires, Boston laminated wood rims, detachable front and rear sprockets, improved Elliott self-oiling chain, Columbia patent crank shaft bearings, and round cranks 6¾-inch throw, 5½-inch tread, Columbia reversible seventeen-inch racing handle-bar, weight 17½-pounds. Model 40 weighs 21½-pounds; Model 41, the ladies' wheel, 21½-pounds; Model 42, nineteen-pounds, and Model 43, the tandem, thirty-eight-pounds.

**John P. Lovell Arms Co.**

Space 143 has been assigned to the Lovell company, and here will be found the following wheels: Lovell Diamond, Model 22 track racer, weight 17½ pounds, price \$100; Model 23, semi-racer, weight 19½ pounds, price \$100; Model 24, light roadster, weight twenty-two pounds, price \$100; Model 25, full roadster, weight twenty-four pounds, price \$100; Model 26, ladies' light roadster, weight, twenty-four pounds, price \$100. There will also be a full-nickel ladies' wheel, and a full-coppered gentlemen's wheel.

**International Mfg. Co.**

The America line, consisting of a twenty-three-pound road wheel, a twenty-pound light roadster, a seventeen-pound racer, and a twenty-three-pound ladies' wheel will be shown in space 140.

**Columbus Bicycle Co.**

The Jessop tool steel used in the brazing and bearings of the wheel will be the talking points of the Columbus Bicycle Co. They will also have a frame and parts. Their line of wheels will consist of two road wheels, weighing from twenty-four to twenty-five pounds, two ladies' wheels weighing from twenty-five to twenty-six pounds, a road racer weighing twenty-one pounds, and a fifteen-pound track wheel.

**A. Featherstone & Co.**

Kings, queens, dukes, duchesses, princes, princesses, and other members of royalty will draw crowds to Featherstone's booth. The Featherstone line is too well known to need a detailed description. It embraces wheels

of all sorts, ranging in weights from twenty-three to thirty-three pounds and in prices from \$15 to \$85. An intending purchaser can not help but find what he wants.

**Marion Cycle Co.**

The Marion Company announce that they will exhibit a freak machine that is a freak. They will also show the H. T. Scorchers in weights from seventeen to twenty-four pounds, in three heights of frame and various finishes, fitted with their own make of wood rims, saddles, and pedals. They will also show a line of medium grades.

**Union Cycle Mfg. Co.**

In spaces 72 and 73 will be shown samples of the Union "Crackjack," Model A, and the improved Special. The "Crackjack" will be shown in three heights of frame and will weigh from twenty to twenty-three pounds; price, \$100. The Special is not much changed from the '94 pattern, but the price has been reduced from \$150 to \$125. The Model A will be built in two heights of frame, and will weigh about twenty-six pounds; price, \$100.

**E. C. Stearns & Co.**

E. C. Stearns & Co. have stands 56, 57, and 58, where everything will, of course, savor of the yellow fellow. League tires will be fitted regularly, and any other tire if desired. Orange rims will be the distinguishing feature as of old. Weights will be very light. The Stearns "edition de luxe" promises to create a sensation. All the possibilities of the bicycle building art will be illustrated here. The Stearns tandem is built to "be well worth its cost." Made for men only, or for men and women. This is rigid and graceful.

**Eastern Rubber Mfg. Co.**

Stands 101 and 102 will be occupied by the Eastern Rubber Mfg. Co., of Trenton, N. J. They will show their usual complete line of road and track tires, and also sulky tires. Their track tires weigh twenty-five ounces, and the road tires from two to 2¾ pounds in the Rex. They also show the Climax and Arrow tires. J. A. Barnes, the general manager, and J. Macwatty, the Chicago manager, will be in charge.

**Munger Cycle Mfg. Co.**

List prices on Munger wheels shown by the Munger Cycle Co. in stand 78 will probably be the highest at the show. The twenty-pound roadster, tread 5¼ inches, lists at \$125, and this is the cheapest wheel in the line. A nineteen-pound road racer is \$135; eighteen-pound racer, \$140; and special racer, \$150. The later is sixteen pounds. The regular wheels are twenty-four-inch depth in frame. The Munger has a patent adjustable handle bar, ten-inch head, overhanging detachable rear sprocket, patent detachable cranks, and many other novel and interesting features. The Munger has but seven nuts in its make-up, and will be found an interesting study because of its many novel features.

**New Departure Bell Co.**

Stands 90 and 91 will be filled with bells by the New Departure Bell Co., of Bristol, Conn. This firm also show the Lucas lamp.

**Warwick Cycle Mfg. Co.**

The Warwick Cycle Mfg. Co. will show four models at \$100, two at \$80, and a racer at \$125, in stand 62½. The Warwick has several new features, among these being a new pedal. All their wheels shown will be strictly '95 as every '94 wheel was disposed of before work was started on the '95 product.

**Central Cycle Mfg. Co.**

The Central Cycle Mfg. Co., of Indianapolis, will show the Ben Hur in stands 41½ and 55½. They show workmanship far superior to anything ever shown by them before, and list an absolutely high-grade wheel at \$85. The Ben Hur weighs twenty-four pounds. It is fitted with Dunlop tires. They will also show a twenty-four pound ladies' machine. Ben Hurs are aimed to be competitors, not of \$85 but of \$100 and \$125 wheels.

**Dunlop Tire Company.**

The Dunlop Tire Company has stand 112 and will show tires on wood rims, claiming theirs as the only practicable detachable tire yet adapted to wood rims. Road tires weigh from three to four pounds. They use the Sea Island fabric and show a new method of joint.


**Overman Wheel Co.**

The Overman Wheel Co. will have a very elaborate exhibit showing the complete '95 Victor line. The Victor is built in different heights of frame to accommodate riders without making necessary the use of the long seat posts. The new model Victor crank axle and bearing is made in one piece instead of two, both the crank sprockets being a part of the axle, so there is nothing to break or give way. The axle is hollow, larger than formerly, so that any strain is distributed over so great a surface as to lose its force. The sprocket hub is made a part of the axle and the old crank key is done away with. There are many other notable features. Weights are from twenty to twenty-five pounds.

**A. G. Spalding & Bros.**

A. G. Spalding & Bros. will exhibit their Spalding and Credenda lines in their entirety. The Spalding contains but one forging in its make up, that being the seat clamp. The hub is of tubing, the bearing cups being screwed in. A novel attachment for the spokes on the rear hub and a cup-shaped front hub are features. All wheels are fitted with Palmer tires, and list at \$100. Weights are from nineteen to twenty-six pounds. A special wheel is built to order and the rider's name is placed on the frame. The





# Zimmy Cycles

NEW AND UP TO DATE.

SEE THEM AND GET PRICES NOW.



**CORRECT DESIGNS**  
AND  
**POPULAR WEIGHTS.**



WE WILL BE AT CHICAGO DURING THE SHOW.



**ZIMMERMAN MFG. CO.,**  
FREEHOLD, N. J.



Credenda, listing at \$75, is pronounced the finest wheel in the market at the price. Weights are twenty-six pounds in the gents' or ladies'. Akron tires are fitted.

**Spaulding Machine Screw Co.**

A very large and complete line of bicycle fittings will be shown by the Spaulding Machine Screw Co., of Buffalo, in stand 84. There will be steel balls, three styles of pedals, the Dick's patent wrench, a new patent foot brake, lamp brackets, coasters, steps, the Rostetter patent wood-rim washer, sheet-metal stampings for frame connections, and a long list of parts made by this company. The product of several factories controlled by this company will also be shown. A. G. Crosby, their Chicago representative, will be in charge.

**The Relay Mfg. Co.**

The Relay Mfg. Co., of Reading, Pa., will be found in stand 21. The Crown, \$75; roadster, \$85; road racer special, \$100; and a ladies' wheel at \$90, will be shown. These have a hub, front and back, with removable dust cap, enabling the immersion of balls in oil while the wheel revolves, carrying off all dirt, and allowing a broken ball to drop out. Another feature is the detachable, interchangeable, and reversible front sprocket wheel. The rear fork adjustment is patented by this company as applied to their wheels. The Crown weighs twenty-nine pounds; roadster, twenty-six; ladies', twenty-eight; and special, twenty-two.

**Reed & Curtis Machine Screw Co.**

Reed & Curtis Machine Screw Co., of Worcester, Mass., will be found in stands 82 and 83. Their line will consist of pedals in a dozen styles, an oil extractor, and many other articles of interest to the manufacture and jobbing trade.

**Remington Arms Co.**

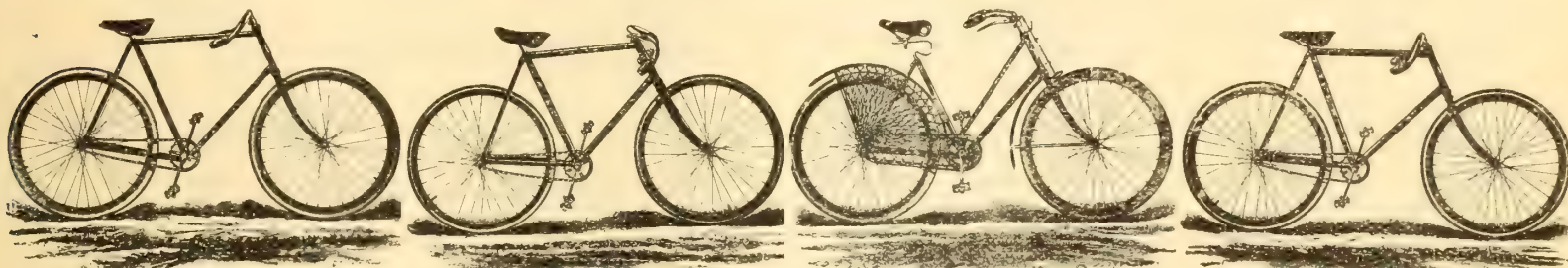
Three models will be included in the Remington exhibit at stands 67A and 77A. The road racer weighs twenty-three pounds, and is their standard wheel, made upon the well-known standard Remington lines, with 4 9-16-inch tread, 28-inch wheels, Palmer tires, Sager saddle, Perry chain, detachable sprocket, and Remington pedals. This and the woman's Remington list \$100. The latter is a double-truss frame, with the upper tube so curved as to allow

**ABOUT THE NEW YORK SHOW.**

NEW YORK, Jan. 1.—Interest in the New York show is increasing. Everything pertaining to the popular sport and pastime will be displayed in the very latest designs. Nothing will be lacking. This year's shows will no doubt demonstrate the great popularity that the fad has obtained in society. Many inquiries have been sent to Manager Sanger by well-known social lights concerning the coming show, and he has replied to them in detail. The management realizing the requirements of the trade press, has organized a press bureau, with stenographers and typewriters, which will be placed at the disposal of the writers during the week. This arrangement will greatly facilitate the work of the newspaper men and no doubt will be greatly appreciated by them. All information concerning the show will be furnished to the visitors at a bureau established for that purpose, located in the main lobby. F. W. Loucks and assistants, who had charge at last year's show, will be there at all times to answer questions and receive the trade. The stage performance will be very attractive, and among other things will consist of trick riding by W. S. Maltby, and those famous experts, the Wilmot duo. The music for the week will be furnished by Gustav d'Aquin, whose band was greatly appreciated during the race meet and patrons of the show will be pleased to learn that he will provide the music.

Exhibitors are informed that all goods must be plainly marked with the name of the consignor, and the number of the space, addressed to the Madison Square Garden, New York city. They will be received only at the Fourth Avenue and Twentieth Street entrance, where there will be on duty a receiving clerk, who will send a printed notice to the space to which the goods are marked immediately upon their arrival. The goods will be received on and after Thursday, January 17, and it is expected that all exhibitors will arrange their stands on Friday and Saturday, January 18 and 19, and must have their displays ready for the public by 6 p. m. on Saturday. The show will open at 8 p. m. Saturday evening, January 19, and on every day thereafter from 2 until 11 p. m. the doors will be open to visitors. Any legally qualified bicycle agent, manufacturer or exhibitor, or employe of exhibitor, will be admitted to the Garden free from 9 a. m. to 1 p. m., by giving his name and address at the bureau of information when entering.

**THE LOZIER LINE.**



plenty of room. The tread is 5 1/4 inches. The men's light roadster is identical in design and construction with the road racer, but has a 5 1/4-inch tread, and weighs 2 1/2 pounds more. This lists at \$90.

**United States Tire Co.**

In stand 111 1/2 the United States Tire Co. will exhibit its mechanically fastened tire in roadster, road and track racing weights and a special tire for sulkies. Tom Roe, "the Indian," will be in charge of this stand. So simple is this tire, a child can detach and repair a puncture.

**Keating Wheel Co.**

The Keating Wheel Co. secured stand No. 17 at a late day and will show the Keating "365 days ahead of them all" and call upon all their friends and others to "see that curve." A wheel in parts, each one numbered, will be shown in a handsome frame with velvet background. Eight models will be exhibited. Model K, light roadster, has a 24 1/2-inch frame, weighs nineteen pounds, and Model L has two inch shorter frame and weighs the same. The Keating Rational, a ladies' diamond frame, weighs nineteen pounds. Four ladies' drop frame wheels of a variety of heights weighing from twenty-two to twenty-three pounds are in the line. All the above list at \$100. The seventeen pound Keating special racer lists at \$125.

**Rochester Cycle Mfg. Co.**

The Rochester Cycle Mfg. Co. has stand 38 and will show five machines listing at \$100 in a variety of weights. These are of the very highest grade. One wheel, the Athlete, is listed at \$75.

**W. H. Wilhelm & Co.**

A forty-five-pound combination tandem listing at \$125 will be shown by W. H. Wilhelm & Co., of Hamburg, Pa. Four other models are shown weighing from nineteen to twenty-eight pounds.

President J. W. Kiser, of the Monarch Cycle Co., returned from his Western trip last week. He got orders for 800 wheels for immediate shipment, as well as some very large orders for future delivery. He established branches in Denver, Salt Lake City, San Francisco, Los Angeles, Sacramento and Portland.

The admission to the Garden will be 25 cents, and there will be no extra charge for seats.

The decorations for the show will be on an unusually brilliant scale. They will be designed by C. H. Koster, the famous decorator of 5 Park Place, New York City. From a line to the center of the trusses supporting the roof will be suspended an immense canopy of streamers in white and shrimp pink radiating in all directions between the electric lights and the upper tier. Below this canopy will be suspended clusters of flags, draperies, and banners. Immense curtains of white and shrimp pink will be hung from the upper tier in large spaces at each side, and will be tied back to the electric clusters on the posts supporting this upper tier. Where these curtains meet at the center of the spaces, trophies consisting of flags, shields, etc., will be artistically arranged. The fronts of the balconies and end boxes will be decorated in pure white, with draperies of the same color. As a background for the groups of flags, shields, and ancient armor in the center of the floor will be erected a "Temple of Liberty," in white marble effect, and directly opposite the entrance, in lines of electric lights, will be displayed the wonderful electric sign.

**The National in the West.**

Henry B. Smith, president of the National Cycle Mfg. Co., of Bay City, Mich., has just returned from a four weeks' pleasure trip through California and Colorado. He did not fail to show up the value of the National, and made contracts covering both states in a satisfactory way. He does not expect his entire output to go to those states, but is assured that the National will prove in the future a factor in the trade there. In San Francisco the Deere Implement Co. will carry a large line of Nationals and take care of the northern half of the state. The San Diego Cycle Co. will handle the National in the greater portion of southern California. H. L. Deane & Co., of Denver, will take care of Colorado.

L. C. Wahl, located at 811 G Street, N. W., Washington, D. C., has sold out his bicycle and commission business to C. C. McCormick, a well-known cycle salesman of that city, who started in the business years ago with Geo. S. Atwater & Co., the old Columbia agent of Pennsylvania Avenue.



Jarrington Conn. Nov 30/94

My Dear Bright & Early.

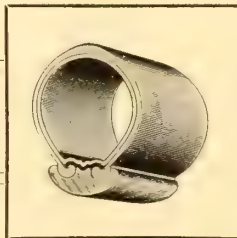
Gentlemen:  
Yours. most order need  
many thanks in you have done well  
now is the time to do the  
missionary work and lay the  
foundation for future business.

Your competitors who wait until  
the Cycle Show will see their mistake  
when it is too late you are made  
of the right material. Success to you  
Yours truly  
The East River Tire Co.

**TILLINGHAST  
DETACHABLE  
TIRE**

**THE MOST**

**POPULAR**



**TIRE ....**

....BY A....

**GREAT DEAL**

**Tillinghast  
Mfg.  
Co.**



## THE FRENCH CYCLE SHOW.

PARIS, Dec. 19.—The French have long since shown the nations that in the matter of exhibitions they could point the way to the world, and now cycling has become a raging epidemic throughout France. This with the knowledge that the show last January in the Avenue Wagram was not such as consorted with the dignity of French cycling has caused the present show at the Palais de l'Industrie in the Avenue des Champs Elysee on the whole to excel any previous cycle exhibition it has been our lot to attend says the *Cyclist*. But the success of their exhibition is, in the main, due to the extreme adaptability of the building in which it is held, for the Palais lends itself both to the tasty display, and comfortable examination of exhibits. The interior of the building might be said to resemble our own Agricultural Hall, if the latter were well-cleansed, sweetened, and garnished, and then expanded to about twice its length, breadth, and height, with plenty of light, decoration, and stained glass. Moreover, the exhibition gains dignity by the fact that it is situated in the best quarter of the Gay City. Entering the Palais by the main central entrance, between ranks of uniformed officials, we enter the building, and do not fail to be impressed with the magnitude, taste, and general cheerfulness of the interior. A wide open space dotted with seats and stoves separates the right and left portions of the hall, where are no less than six lines of spacious stands, separated by gangways of ample proportions, and dividing the floor longitudinally. The foreign section has been placed on the right front entrance, with the leading English makers on the two broad stands in the center, while the native manufacturers find place on the left, with the French machines of mark, occupying relatively similar positions to their foreign rivals.

The stand numbering is arranged on similar lines, the even numbers being all on one hand and the odd on the other. In the matter of the catalogue, however, the administration might take a leaf from that of the Stanley show, as its use for press purposes is a vexation of the spirit and a weariness of the flesh.

Viewed as a whole from the galleries, especially after the place is lighted up, the scene is a fine one, and affords some kind of gauge to the extraordinary and rapid hold which cycling has attained upon the French.

John T. Schweers, Frank D. Schweers, and Henry Nachtwey. Capital stock, \$20,000. Correspondence invited with manufacturers of bicycles, and bicycle sundries, looking to the opening of a cycling department.

SIoux CITY, IOWA.—The Gillette Hardware Co., incorporated by T. H. Green, T. H. Preston, and C. E. Hughson. Capital stock, \$20,000. Correspondence invited with manufacturers of bicycles, and bicycle sundries, looking the opening of a cycling department.

NEW YORK, N. Y.—Gannon & Son, bicycles, etc., formerly at Thirteenth Street and Eighth Avenue, have removed to 1786 Broadway. They will handle Liberties, in connection with a line of other makes.

### Selling Lots of Sterlings.

The traveling representatives of the Sterling Cycle Works have been so successful that indications point strongly to a tripling, rather than the doubling of last year's output. Through New York state Lou Howell is placing an agency in every city, and is receiving surprisingly large orders. Down in Maryland, in Pennsylvania and West Virginia, A. W. Warren is sending in nice orders daily, and Wylie places, on an average, two agencies a day in Michigan. Ollier is doing well in Nebraska, and "Pop" Field returns this week from a most successful season on the Pacific Coast and the west. Mr. Field placed an order for 500 wheels for the Coast.

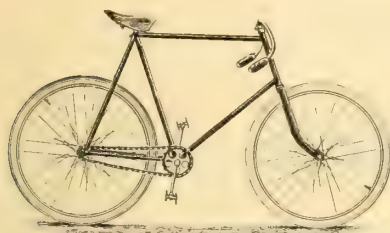
"We are more than pleased, we are delighted with the outlook," said Vice-president Raymond.

E. C. Bode lately returned from a trip into Canada where he was uniformly successful, as he always is.

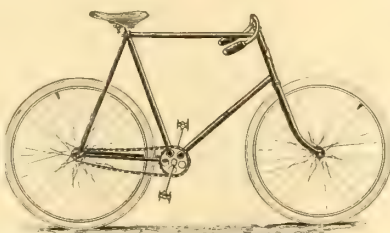
### Big Deal in Heywood Repair Outfits.

During the past week a deal was consummated between the Palmer Tire Co. and A. & A. T. Heywood, by which the former company is enabled to supply to the trade with each set of Palmer tires one of the Heywood repair kits. With this repair outfit a rivet-headed plug can be inserted in the tire, firmly set and the body of the plug cut off in the short space of 8 seconds and even less. The Heywood repair tool is an oblong steel tube about  $\frac{1}{4}$  inch in diameter. This is brought to a point at one end and is provided with a handle at the other. The plug is immersed in solution and inserted into the pointed end of the tool, head and all. This is then pressed through the puncture and a steel rod shoved through crowds it out at the

## THE LOVELL DIAMONDS.



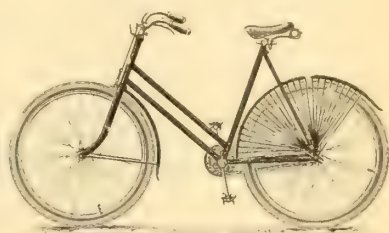
Model 22.



Model 23.



Model 25.



Model 26.

Where at the Avenue Wagram Exhibition there was one French maker or agent, at the Palais de l'Industrie today they are numbered by tens. The English exhibitors also are increased in number, and have exhibits which do no discredit to the old country. National instinct turned our steps toward these to see in what sort they held themselves. With over 500 exhibitors a stand to stand description is out of question.

### Wilson-Myers Co. Change Their Name.

Owing to the death or retirement of certain members of the Wilson-Myers Co., the company has been re-organized under the name of the Liberty Cycle Co. and will continue the manufacture and sale of Liberty bicycles at the same factory and offices occupied by the Wilson-Myers Co. They will also own and operate several large branch houses established by the old concern. The officers of the new company are: Thomas A. Hine, president; Robert Perkins, vice-president; Geo. W. Stickle, treasurer; J. S. Bretz, secretary and superintendent of agencies.

### TRADE HAPPENINGS.

NEW YORK, N. Y.—J. H. Robley, bicycles, 142 Chambers Street, removed to 1 Park Place, corner Broadway. He handles the Falcon.

CHICAGO, ILL.—Mason & Mason Co., bicycles, incorporated by William H. Arthur, James F. Boland, and Dana A. Mitchell. Capital stock, \$25,000.

WILLIAMSPORT, PA.—The Tivy Cycle Co., A. A. Artley, manager, opened business at 309-311 Walnut Street. A standard high-grade wheel will be manufactured. Only a small number of workmen will be employed at present, but the force will be increased as the season advances.

BUFFALO, N. Y.—The Indiana Bicycle Co., of Indianapolis, Ind., have opened a branch store here.

COLORADO SPRINGS, COLO.—Colorado Cycle & Supply House, H. Weber, proprietor, removed to 119 Pikes Peak Avenue.

FORT WORTH, TEXAS.—The F. H. Collins Co., bicycles, etc., attachment recorded for \$9,873, by a Chicago firm. It is stated that over one hundred customers were turned out of the house by the officer at the time the attachment was served. The company announce that they will bring suit for damages.

PHILADELPHIA, PA.—Jacob Rech & Sons, bicycles, etc., corner Girard Avenue and Eighth Street, have completed extensive alterations to their salesrooms, providing them with three large show windows, and making the place one of the best equipped cycling stores in Philadelphia.

SAN FRANCISCO, CAL.—E. C. Stearns & Co. opened a branch house with S. C. Chapman as resident manager.

SHAWNO, WIS.—The Schweers & Nachtwey Hardware Co. has been incorporated by

other end. The head of the plug just comes to the point of the tube and when this is withdrawn, the head catches on the inside of the tire, the stem pulling through as far as it can go. Enough cement is left on the inner surface of the plug head to attach it inside the tire, and the constrictive qualities of the Palmer fabric grip the plug tightly, holding it firmly in place. The Palmer company will also supply these tools to the trade in large or small lots.

### LOVELL DIAMONDS.

Although this make of bicycle has only been on the market for five years, the John P. Lovell Arms Co. have been before the public for the past fifty years or more. A few of the many important improvements made in this make of wheel for the coming season are: First is a larger size tubing in the frame, which gives it a much finer appearance than in the past. They have also raised the crank shaft, narrowed up the tread, put in a barrel crank shaft hanger, improved dust-proof ball bearings, improved detachable front sprocket wheel, handsomely polished chain, new pedals of special design, fitted with rubber, leaving one side rubber pedal while the opposite is rat-trap and by removing the rubber plate, it becomes rat-trap on both sides. This pedal is dust-proof. On the ladies' and road wheels a new and simple detachable brake is used and by removing two screws and nuts the brake can be taken off leaving no sign of the same. The mud and chain guards can also be removed, leaving no sign of ever having been on the wheel. A new and important feature in the ladies' wheel is the direct diamond frame, with the strongest design double tube on the market. An improved guard, light in weight, easily tightened, adjusted, and detached is also used.

The model 22 is the 17½-pound racer; Model 23, the 19½-pound semi-racer; Model 24, the twenty-two-pound light roadster; Model 25, the twenty-four-pound full roadster, and Model 26, the twenty-four pound ladies wheel.

It is also expected that a light tandem will be placed on the market this season. Full particulars in regard to this machine will be given latter Parties desiring a medium-grade line of wheels will do well to examine the Excel line put out by this firm. These will list from \$40 to \$65 and will have all the improvements, and, for a medium-grade wheel, there is nothing in the market any better.



# Diamonds are Always Valuable.

The Best on Earth.

OUR INNER TUBE  
TIRES.



Look for this sign at the Cycle Show and Stop a minute; it will pay you.

THE WONDER OF THE  
SEASON.

OUR SINGLE TUBE  
TIRES.

OUR MOTTO: Not how cheap, but how good, and prices right. Racing Tires. Road Tires. Vehicle Tires.

## The Diamond Rubber Company, Akron, Ohio.

Western office, 1642 Monadnock Bldg., Chicago.

WRITE FOR 1895 CATALOGUE.

MENTION THE BEARINGS

AMERICAN CYCLE

### Lamps

FIVE STYLES.

MIDGET .....	\$3.50
GEMLIGHT .....	3.00
BEACON .....	2.50
JUPITER .....	2.00
CYCLIGHT .....	1.25

ZIMMERMAN

### Saddles

AND TOE-CLIPS.

Catalogue ready. Send for one.

LIBERAL DISCOUNTS AND  
GOOD GOODS.

Manufactured by THE GEO. PEARCE CO.,

Salesroom and office, 17 Warren St., New YORK.

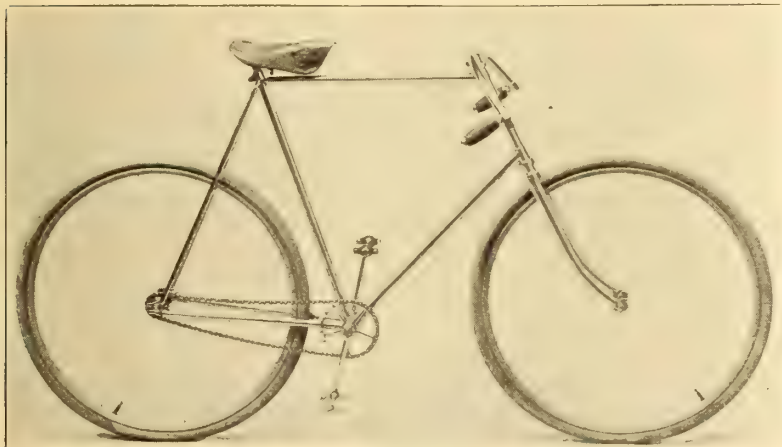
Factory at Freehold, N. J.



## GOTHAM TRADE DOINGS.

NEW YORK, Dec. 31.—McKee & Harrington are to be congratulated on the trim appearance of their 1895 Lyndhurst, a prettier wheel than which was never made. The racer, full nickeled weighs 17½ pounds, listing at \$135; the semi-racer, weighs 21½ pounds, and lists at \$125. The others are all listed at \$100 even and comprise the following line of models: Light roadster, weight twenty-four pounds; full roadster, weight twenty-eight pounds; and ladies' wheel, weight twenty-six to twenty-eight pounds. The features of the '95 Lyndhursts are their extremely narrow tread, wood rims, novel device for locking the handle-bars, high, low, and medium frames, and white ash mud and dress guards on the ladies' model. The wheels look to be the acme of mechanical perfection and that this will be a big Lyndhurst year, there can be no doubt.

The Monarchs also promise to take well in the east this year. The



*Lyndhurst Racer.*

C. F. Guyon Co., who have the eastern agency for the Monarch wheels, report a remarkable increase in business over this time one year ago.

R. L. Coleman and E. J. Day, of the Western Wheel Works, were in New York last week spending the holidays at home. Mr. Day is well pleased with Chicago, and says that Crescents will be on top in '95.

L. C. Jandorf & Co. have taken the agency for the Warwicks, in addition to which they will continue their wholesale slaughter on prices in other grades. Their new place at 57 Park Place is a palace over their former quarters on 125th Street.

The American Bicycle Co., of 115 West 125th Street, made an excellent move when they opened their store in its present location, a neighborhood out of which L. C. Jandorf & Co., had recently removed. In addition to the Bamboo bicycles and Readings this concern carries two hundred other wheels at reduced rates which are bargains to any one desiring a good wheel at a cheap price. L. Levy, the manager, is a thorough business man, energetic and obliging to all callers.

Stephen T. Moen has startled the natives since his advent into Harlem, in a most novel manner. He has placed a Liberty in his show window on which every boy and girl wishing to may register a guess as to the distance traveled by the continuous revolving of the machine's front wheel since its beginning about one week since. The guessing closes tonight, and the one coming nearest the total mileage as shown on the cyclometer will be presented with the bicycle. Moen as an advertising genius is second only to Alex Schwalbach, the Brooklyn agent for Wilson-Myers.

Things are progressing nicely in the Raleigh Cycle Co.'s cleaning sale, now in progress at their store, 124th Street and Seventh Avenue. Great reductions have been made on all wheels preparatory to showing the '95 models. A rare chance is thereby offered all persons in quest of bargains.

At the Overman Wheel Co.'s local branch, 23 Warren Street, a large business is being done in the athletic goods department of which genial Ira L. Wood is in control. Mr. Wood, by the way, will at an early date, open an athletic school and gymnasium in Brooklyn where lessons in boxing, fencing and wrestling will be personally given by the proprietor. The fashionable class will be catered to and the prospects for a successful termination of the venture seems assured.

Spalding's store on Nassau Street is doing a tremendous business in its cycle department over which as fine a corps of salesmen preside as can be found in the city. During the Christmas rush the general part of the store was one continual jam from morning to night, not a few wheels being sold in the shuffle.

Strange as it may seem, the Western Wheel Work's eastern branch located at 35 Barclay Street, under the able management of Theo. F. Merseles, is still doing business in 1894 wheels. By that is meant that last week, practically the end of the year, 127 wheels were sold from the main branch. Mr. Merseles is more than pleased over this state of things, which he says speaks volumes for the Crescent and price at which it is sold.

In the United States Tire Co.'s store at 33 Barclay Street, Manager Cahill is rushed, preparing for the unprecedented demand which he is satisfied will be made for United States tires in '95. He promises to spring sev-

eral novel surprises at the cycle shows both at Chicago and New York. Tom Roe will be in charge of the former exhibit.

The riding school attached to the rear of Gormully & Jeffery's Brooklyn branch is crowded daily with pupils learning to ride. A large corps of instructors will be added to those already employed, and every attention will be shown those desirous of being taught the trick of riding. Business is of the best, and a remarkable number of sales are recorded daily for this season of the year. Ramblers are popular in Brooklyn.

The first ladies' model Raleigh for 1895 was completed last Saturday and is a beauty as far as symmetry and lightness are concerned. It weighs twenty-four pounds and its most prominent changes over the '94 style are tangent spokes instead of direct, lock chain instead of the roller pattern heretofore used, and a slight change in the construction of the frame which gives greater strength and is considerably lighter than last year's. This wheel will be fitted with the lock adjusting head and adjustable seat post the same as on Raleigh racer and road racer. Like the rest of the Raleigh models, it will list at \$100. M. G. Peoli returned from an unusually successful trip through New York state last Saturday and reports a better feeling and brighter prospects for this season of the year than ever before in his long experience in the trade. Harry B. Hanford, representing the American Cycle Trading Co., manufacturers of the Raleigh bicycles, will be at the Auditorium Hotel, Chicago, during the show, where he will show a full line of Raleigh samples for '95.

## HEADQUARTERS AT CHICAGO.

In every city of note there is some hotel largely patronized by the traveling representatives of the cycle trade. In Chicago that hotel is the Wellington. There is hardly a day from one year's end to another during which from two or three to a score of traveling cycle salesmen, heads of cycle concerns, and cycle pressmen can not be found there. All this means that the hotel is adjacent to the cycle business of the city, furnishes the best of everything at reasonable rates, and accords the best of treatment to the wheelmen.

A. S. Gage, the proprietor of the Wellington, is a sportsman and takes a keen interest in all sports and in none more than cycling. He and his clerks know most of the representative people in cycling and know moreover how to make them at home. Those attending the cycle show can not do better than to put up there. \* \* \* \*

## FINDS IT EASY TO SELL CRESCENTS.

Sam T. White, who is now traveling for the Western Wheel Works, says that is the best wheel for selling he ever handled. White claims that all he has to do is to call upon an agent, and if he has handled Western Wheel Works goods before, ask him for specifications for the coming year. Should a change of agency be necessary, all the other dealers in town fall over each other to secure the three W.'s agency.

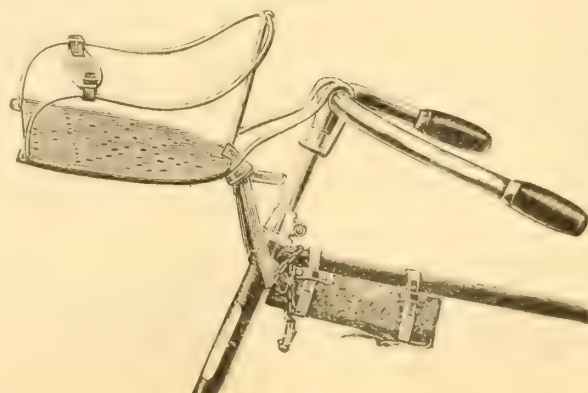


SAM T. WHITE.

## Bode Leaves the Sterling Company.

E. C. Bode, one of the leading cycle salesmen of the United States, resigned his position with the Sterling Cycle Works last Saturday evening. Bode has been traveling for the Sterling company throughout the United States. The past year he was given the New England states as territory. Bode was to have opened an office in Boston, but changed his mind last week and

decided to remain in Chicago where his home has always been.



*Cotton Mfg. Co.'s child's seat.*



### THE WARWICK FACTORY.

The Warwick Cycle Mfg. Co.'s factory at Springfield, Mass., is located on the north side of the Boston & Albany tracks about 10 minutes' walk from the railroad station, and is readily accessible from that point, or from the center of the city by the electric street railway. The present buildings were erected in 1891. Built by the company for their own use, they are admirably planned for the advanced methods of modern cycle building. The main building is three stories high and contains about one and one-half acres of floor space, every foot devoted to the industry of cycle manufacture. The entrance from the street takes the visitor into the general office, connecting with which are the private offices of the company. The space in the second story directly over the offices is occupied by the drawing and experimental rooms. The remainder of the first and second stories is filled with machinery, and here the visitor is impressed with the fine and accurate workmanship which is put into the numerous details of every Warwick bicycle. The outlying buildings on the north side of the main

conveniently arranged, and affords an exemplification of the economy and advantage of business methods applied to cycle manufacture. It is said to be capable of the production of 10,000 bicycles annually.

The line of wheels for 1895 include seven new models—three gentlemen's and three ladies' road wheels, and a light track racer. The prices of these wheels are \$80, \$85, \$100, and \$125. Further details can be gathered from the 1895 catalogue, which is in the hands of the printer and will be issued in a short time. Over one-third of the Warwick product is marketed by the Very Cycle Co. of Boston, who control the New England States, and are the largest general dealers of the Warwick company.

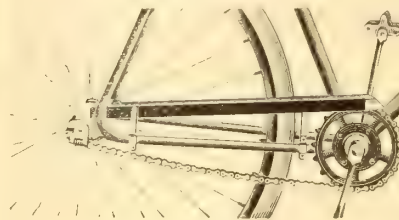
### Tuttle's Successful Trip.

F. Howard Tuttle reached Chicago Wednesday morning from Detroit, and will remain until after the show. Tuttle has succeeded in placing agencies in Wilmington with McDaniel & Merrihew, in Pittsburg with L. B. Fleming, in Cincinnati with Frank T. Miles, in Louisville with the Kentucky Cycle Co., and in Indianapolis with C. G. Fisher & Co. Columbus and Dayton were also visited.

Regarding the report that was given "authoritatively" that John S. Johnson had signed with E. C. Stearns & Co. and Tom Eck had not, Tuttle said: "That is not so. Johnson has signed; Eck is still free, but will probably sign in the near future. That report was not given with the authority of the factory, of that I am sure. I had a long talk with Mr. Stearns just before I left and he said just about the opposite of that report. I, personally, do not think that Johnson and Eck will be parted this year. Certainly the firm authorized no such report."

### Protects the Chain.

D. N. Leib, of Elkhart, Ind., has a chain guard that promises to put the English gear cases in the shade.



As may be seen by the accompanying cut, the upper part of the chain is covered by a shield. Mr. Leib claims that 9-10 of the mud that falls on the chain comes from above, and for that reason he only covers half the chain. Riders who have tried this new chain guard pronounce it to be a very good

thing. Mr. Leib will begin manufacturing them in thirty days, and will soon be prepared to fill all orders.



building afford space for the power rooms, an electric-lighting dynamo plant, and a very large and complete brazing department.

In a portion of the third floor of the main building has been equipped a large wood-working department for the production of wood rims. The remainder of this floor is given up to the storage of completed machines and the shipping department. The factory throughout is well lighted and

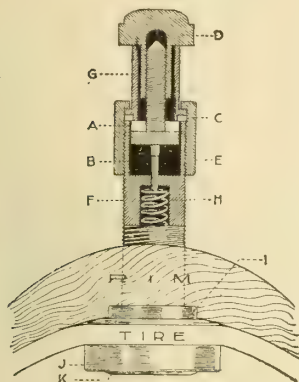


Write for  
Catalogue.



### NEW PALMER VALVE.

Manufacturers, dealers, and riders, more notably the latter, appreciate the true value of a good valve in pneumatic tires. Tire manufacturers spend considerable time in studying to improve this little device, so important to the success of their tire, for upon the valve depends their reputation. The Palmer Tire Co. have had for a year past, in fact ever since the tire attained prominence, a valve that was as near perfect as any. Last year the Palmer company introduced its brass valve which clamping into the tire, was entirely separate (not being vulcanized into its place) and could be



removed at will. For '95 the valve has been changed in minor details as a protection against ignorant and careless riders. It is also reduced in diameter and in length, greatly adding to its beauty. As altered, the nickel cap of the valve is all that is shown above the wood rim. But the greatest and most material improvement is in the addition of a vulcanized rubber strip between the base of the valve and the inner side of the tire. This rubber washer effectually shuts off chance of leakage and chance of the action of the tire cutting the valve through to the fabric. The nut which was placed outside the rim and which riders turned down until the valve base cut through the rim, has been removed. In the place of this

nut and the circular thumb screw inside the rim, a jam nut has been substituted which is set very tight and need not be touched at all by rider or dealer. This sits against a cup-shaped washer. The little steel spring inside the valve is now held by a shoulder and can not jump out and be lost when the valve is taken apart. The Palmer tire itself has been altered somewhat for the coming year. These alterations are principally the reduction of the size of the tire so that it hugs the rim when deflated as well as when inflated. The tire retains in full its constrictive qualities, its great life and resiliency, and its great speed.

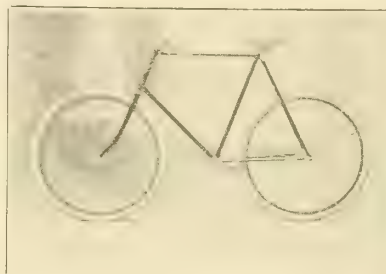
#### Accident Policies.

Bicycling has grown so rapidly in the last few years that the insurance companies are now catering to the bicycle riders. All accident companies have claimed to pay for injuries received while riding. Some have done so. The first company to issue a special cyclist's accident policy is the Inter-State Casualty Co., of New York, a strong stock company, which is

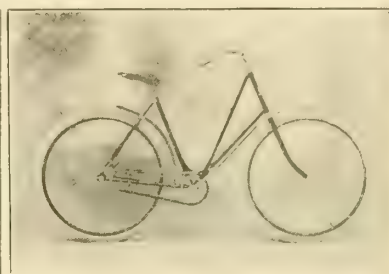
always up to the times, and now presents to the bicycle fraternity a cyclists' fixed indemnity accident policy which is especially designed to meet the needs of cyclists. It provides for bodily injuries sustained while riding a bicycle, and the indemnities named in the policy are for specific sums, thereby eliminating all possibility of dispute as to the amount payable to the insured. The policy also is made out for racing men, who will no doubt take advantage of carrying accident insurance.

#### Halladay-Temple Scorchers.

The Halladay-Temple Scorchers have been improved for this year. A detachable crank and a new crank box in which the balls and cones can be



*Halladay-Temple Scorchers.*



*Halladay-Temple ladies' wheel.*

plainly seen without taking off the cranks are among the new features. The Marion Cycle Co. also make a wood rim, saddles, and pedals.

#### Of Interest To Dealers.

What are you coming to the Chicago show for? To see what manufacturers have to offer in '95 models? Then don't fail to visit our sample rooms, 214-216 Palmer House, and look over our line of high-class machines. We are building them on honor and merit, and they are bound to succeed. See our ad elsewhere in this issue—Fenton Metallic Mfg. Co., Jamestown, N. Y.

Allen Aldrich, of the Mechanical Fabric Co., Providence, reached Chicago on New Year's Day and will spend the few days before the show traveling to the manufacturing trade in the immediate neighborhood of the city. During the recent severe snow storms Mr. Aldrich was tied up along the road between Buffalo and Erie for twelve hours at one stretch. Mr. Aldrich met with the same rebuff everywhere, to wit: "We are not ready to talk anything for we will be at the Chicago show."

WE WOULD BE PLEASED TO SEE YOU AT THE

# Chicago Cycle Show

....SPACES 26 AND 27....

Come and Bring Your Friends

#### SELLING AGENTS:

The E. C. Meacham Arms Co., St. Louis, Mo.  
Studley & Barclay, Grand Rapids, Mich.  
H. T. Conde Implement Co., Indianapolis, Ind.  
Wm. H. Cole & Sons, Baltimore, Md.  
The Geo. Mayer Hardware Co., Denver, Colo.  
A. H. Pomeroy, Hartford, Conn.

## The Black Mfg. Co.,

ERIE, PA.



# THE WABASH LINE

The best and most profitable line of medium priced bicycles on the market for 1895.

28-inch Wabash Scorchers, high diamond frame, weight 26 lbs.....	LIST. \$75.00
28-inch Wabash Ladies' Scorchers, double tube, drop frame, weight 29 lbs.....	75.00
28-inch Wabash No. 1, high diamond frame, weight 29 lbs.....	80.00
28-inch Wabash No. 2, double tube, drop frame, weight 32 lbs.....	60.00
26-inch Wabash No. 3, diamond frame, weight 23½ lbs.....	50.00
26-inch Wabash No. 4, double tube, drop frame, weight 26½ lbs.....	50.00
24-inch Wabash No. 5, diamond frame, weight 23 lbs.....	40.00
24-inch Wabash No. 6, double tube, drop frame, weight 26 lbs.....	40.00

ALL WABASH CYCLES FITTED WITH M. & W. TIRES.

ALL WABASH CYCLES HIGH GRADE.

ALL WABASH CYCLES GUARANTEED.

Liberal Discounts and Exclusive Agencies.

## THORSEN & CASSADY CO.,

141 and 143 Wabash Avenue, CHICAGO.

Mention The Bearings.

IF YOU RIDE A WHEEL YOU SHOULD HAVE ONE OF  
THE NEW

### Cyclist's Fixed Indemnity Accident Policies

OF

*The Inter-State*  
*Casualty Company.*

62 AND 64 WILLIAM STREET, NEW YORK.

Capital and Surplus Paid In, \$225,000.

ESPECIALLY FOR WHEEL RIDERS. LOW PRICE. AGENTS WANTED.

Mention The Bearings



Can **U** **C** the Point?

It is the **U** **C** nion rackajack.

Its good points can not be told in words. Every move we make is a move forward.

Are YOU with us? If so, please report at

**Stands 80 and 81 New York Show.**

.....Union Cycle Mfg. Co.,

Branches, PHILADELPHIA--MILWAUKEE.

Western Agents:

C. W. Hackett Hdw Co., St. Paul, Minn.  
Russell Mfg. Co., Los Angeles, Cal.  
A. L. Deane & Co., Denver, Colo.

239-243 Columbus Ave.,  
BOSTON, MASS.

P. S.--Catalogue ready shortly. Send in your name  
now and avoid the rush.



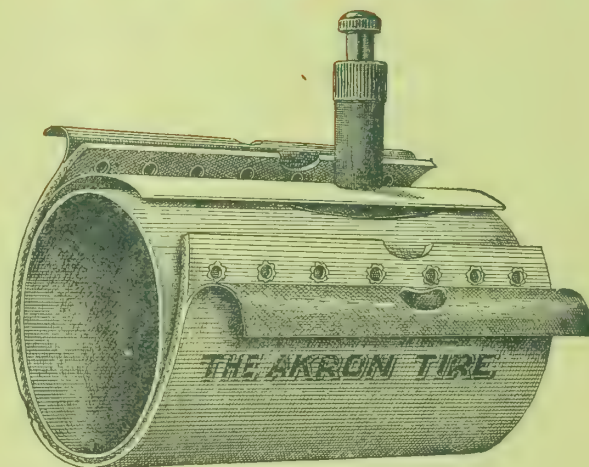
~ ~ ~ 1895 ~ ~ ~

# AKRON TIRES

“A” The same reliable  
tire as hereto-  
fore.

and

“B” Similar in construc-  
tion but somewhat  
cheaper in price.



These tires can not be bettered at the price. Serviceable under all conditions, and no more liable to injury or accident than any other.

**IN FACT**==Common sense road tires for use on not over particular roads.

We unhesitatingly recommend them. Our guarantee is broad and liberal.

In deciding upon new tires ask to see AKRON “A” and “B.”

WE ARE ALSO LICENSEES FOR

## The “G. & J.” Tire

Can furnish them for wood or steel rims. You know what a “G. & J.” tire can do and stand.

# THE B. F. GOODRICH CO.

Selling Agents, The Columbia Rubber Works Co.

NEW YORK—65 Reade St.

CHICAGO—159 Lake St.

Akron Rubber Akron, Ohio.  
Works, —————



# LOOK FOR THE EXHIBIT THAT STANDS ALONE AT THE NEW YORK CYCLE SHOW,

BOOTH NOS. 120, 121, 122, 123, 124, 125.

## THE LARGEST SINGLE EXHIBIT

at the New York Cycle Show will be that of the GORMULLY & JEFFERY MFG. CO., which will, typical of the "G. & J." TIRE,

## STAND ALONE

touched by no other, and with all other exhibits at a respectful distance.

As the "G. & J." Tires occupy a position of greatest prominence in the trade, so will the

## "G. & J." STAND

be the most prominent one of the Cycle Show—at the head of the hall and standing alone. Look down the aisle as you enter the building and you will see (you can't miss it) right there at the head of the row (as usual),

## "THE G. & J."

BE SURE AND EXAMINE THE FULL LINE OF SIZES AND STYLES.

"HOW TO GET A NEW TIRE FOR AN OLD ONE" FREE ON APPLICATION.

## GORMULLY & JEFFERY MFG. CO.

N. Franklin and Institute Place, Chicago.

Branches and riding Academies at

BOSTON, 174 Columbus Ave.

NEW YORK, Cor. 57th St. and Broadway.

CHICAGO, 85 Madison St.

WASHINGTON, 1325 14th St., N. W.

COVENTRY, ENG., 29 Union St.

BROOKLYN, 419-421 Flatbush Ave.

DETROIT, MICH., Detroit Bicycle Co., 201 Woodward Ave.





HAVE  
YOU  
SEEN

# THE ROADSTER

That WILL HOLD UP SIXTEEN MEN and a heavy platform without showing a weak point in its construction—or the TRACK RACER that has successfully HELD THE WEIGHT OF THIRTEEN MEN without its becoming weak in the knees? IF NOT look up the

# ECLIPSE

SPACE 19, CHICAGO CYCLE SHOW,

and examine the strongest cycles in the world. Ask to see the ECLIPSE DOUBLE BALL BEARING, ECLIPSE FORK CROWN, ECLIPSE SPECIAL SPROCKET driven directly by the ECLIPSE CLOVER-LEAF CRANK. EXAMINE THE PEDALS made without nut or screw. Try the ECLIPSE SADDLES on ECLIPSE SLIDING SEAT-POST, and INVESTIGATE the many other excellent points embodied in '95 ECLIPSE CYCLES.

## NOT GOING TO THE SHOW?

Then send postal for Eclipse catalogue, mailed free if you mention The Bearings.

**ECLIPSE BICYCLE CO.,**

Western Agents,  
Simmons Hardware Co., St. Louis, Mo.

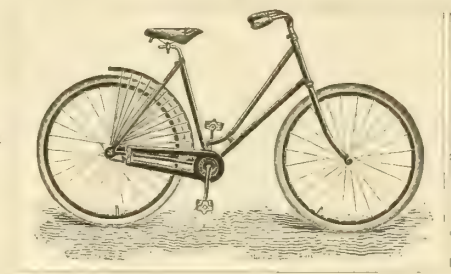
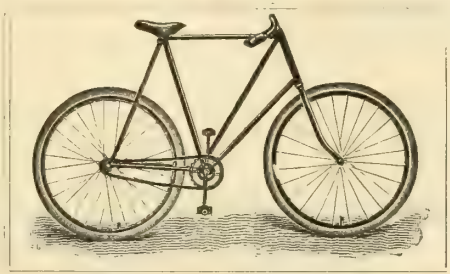
INDIANAPOLIS, IND.  
HAMILTON, CANADA.

BEAVER FALLS, PA.



"Scientific Mechanical construction?"  
Yes; Note the braced frame. Light  
and reliable.

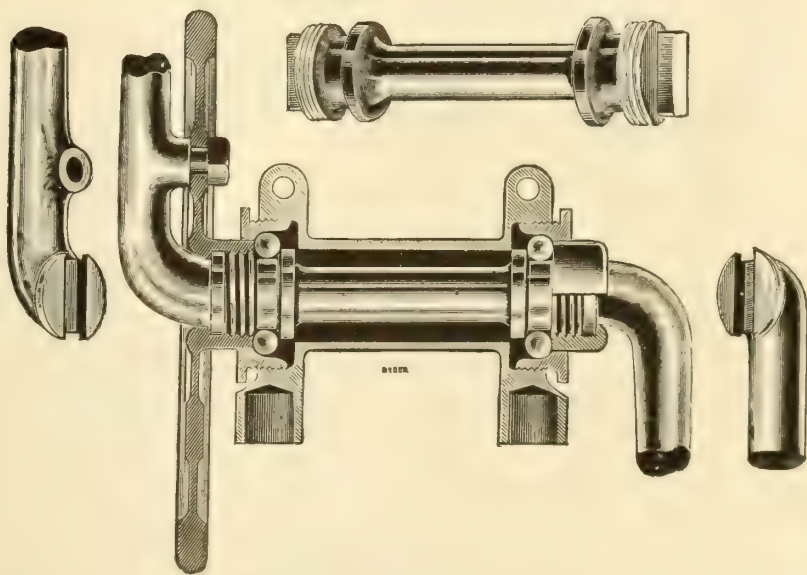
"THE WINTON IS A WINNER."



# WINTON BICYCLES

HAVE A NARROW TREAD THAT IS  
OBTAINED BY THE ECONOM-  
ICAL USE OF SPACE IN  
ATTACHING THE  
NEW

## WINTON CRANKS



WINTON CRANK HANGER.

**SIMPLE, SUBSTANTIAL, SAFE.**

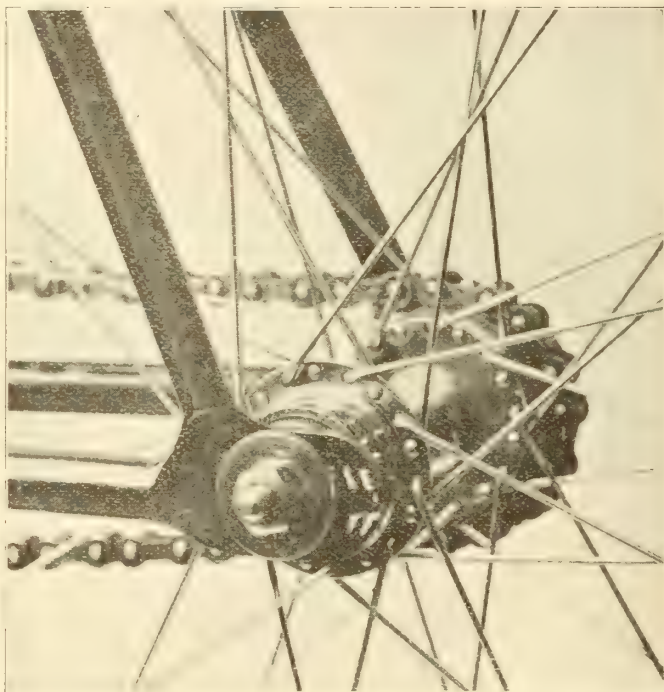
FREE--"THE WINTON BICYCLE BOOK."

AGENTS WANTED.

**THE WINTON BICYCLE CO., BUILDERS OF HIGH-GRADE CYCLES.**  
**108 PERKINS AVENUE, CLEVELAND, OHIO.**

STUDLEY & BARCLAY, Grand Rapids, Agents for Michigan.  
R. T. RAINES, 138 Dearborn Street, Agent for Chicago and Cook County.  
WYETH HARDWARE & MANUFACTURING CO., St. Joseph, Mo., Western Agents.





# Nationals.

Won Them All.

THE DEALER on new ideas and practical talking points.

THE RIDER on weight, rigidity, and improvements.

THE UP-TO-DATE MECHANIC on mode of construction  
and **MECHANICAL PERFECTION.**

Did you see **NATIONALS AT CHICAGO?**

IF NOT LET US SEND YOU A CATALOGUE.

Nationals will win **YOU**

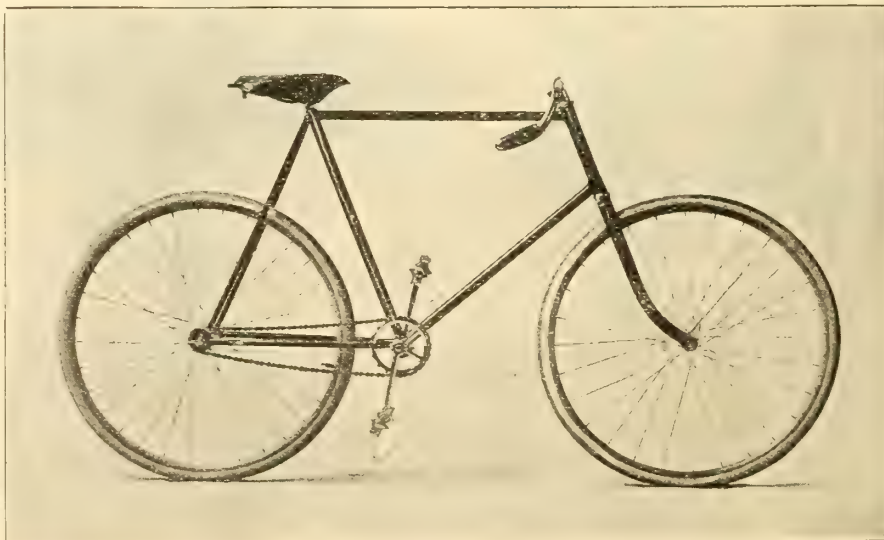


**SEE AND YOU WILL BUY**

Get a sample line of NATIONALS  
and learn how

**Nationals Sell Themselves**

DON'T MISS A GOOD THING.  
SELL A DISTINCTIVE BICYCLE.

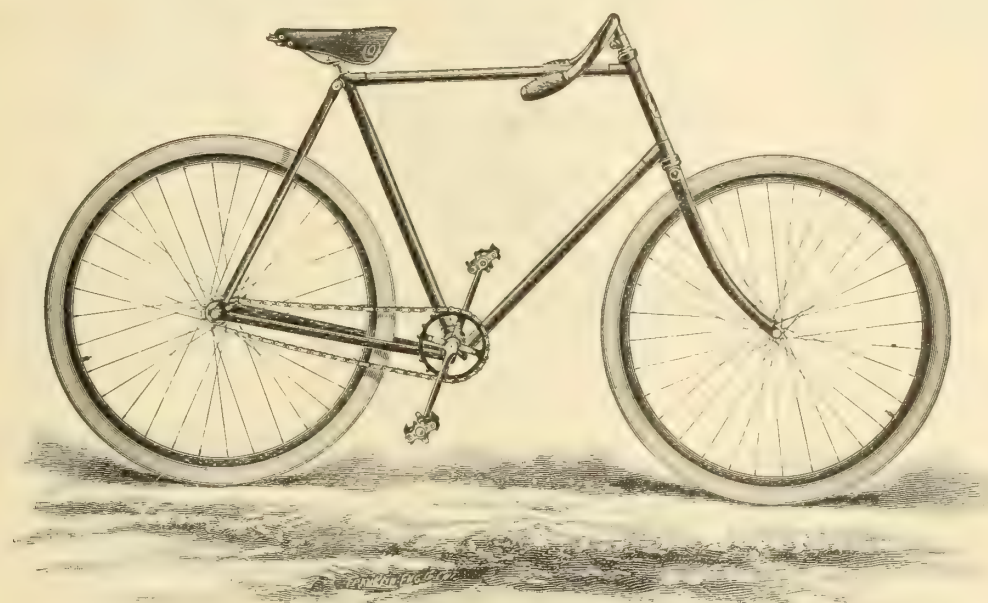


# National Cycle Mfg. Co.,

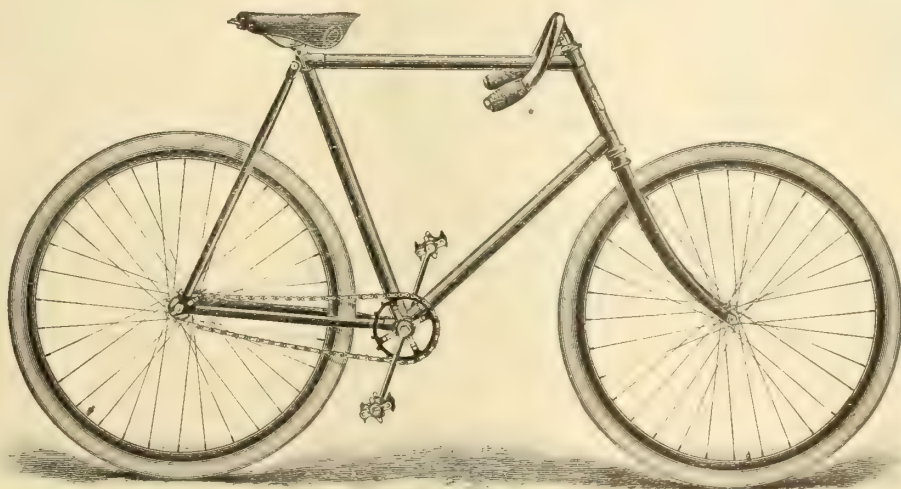
..... BAY CITY, MICH.



# The Cleveland



Our Popular \$100.00 Wheel.



Our Swell Special for 1895.

Chicago Show  
January 7 to 12,

Spaces  
32, 33 and 34.

New  
Novel  
Nobby

The Great  
Swell  
Special  
Cleveland

An Eye-Opener,  
A Heart-Tickler.

The longer you look at it,  
The sweeter it grows.

Push it  
along=It's a  
Great  
Special

**H. A. LOZIER & CO., Cleveland, O.**

BRANCH HOUSES: No. 304 McAllister St., San Francisco, Cal. No. 337 Broadway, New York City.

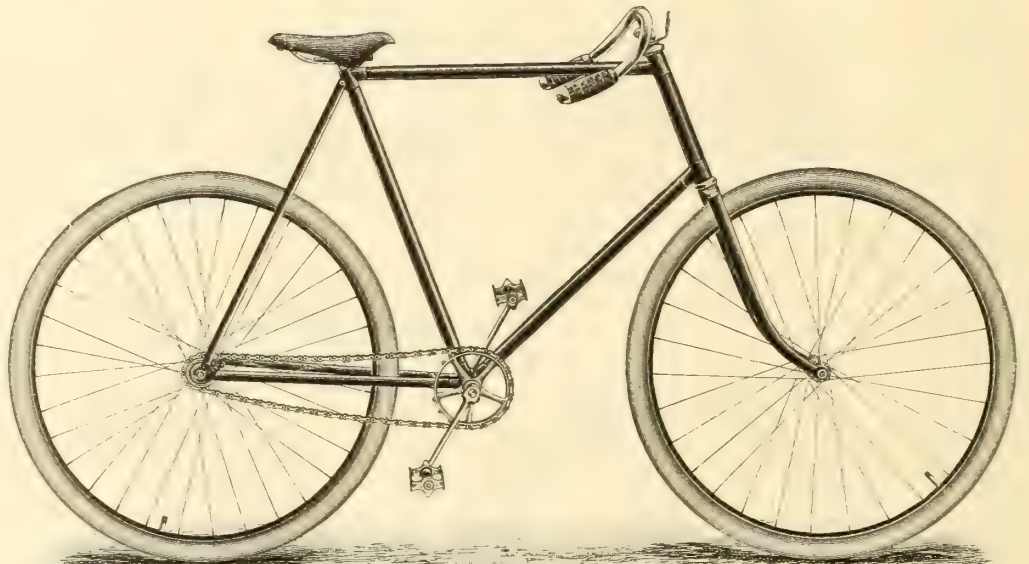


# Prices and Goods That Meet the Popular Demand

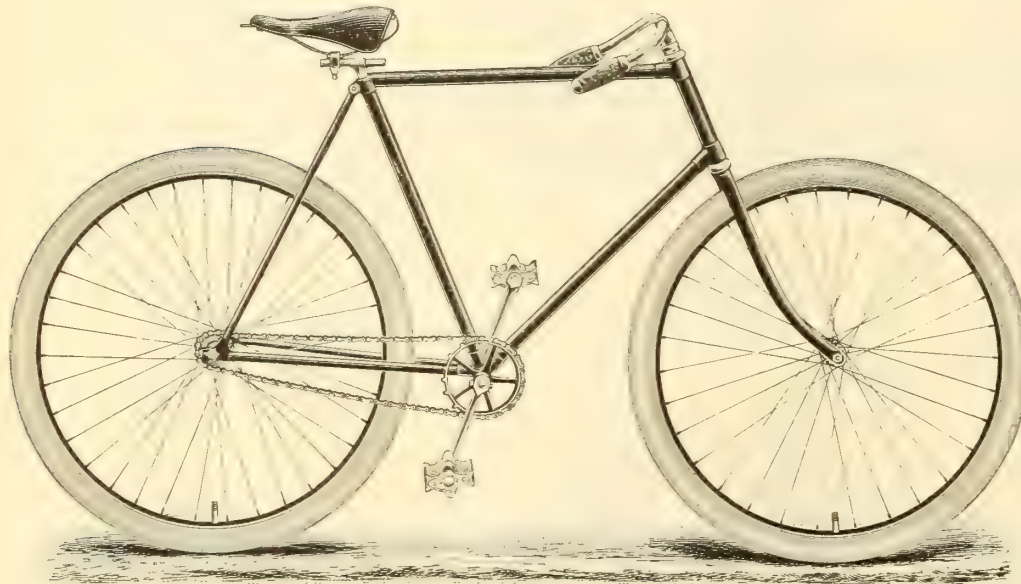
(The People's Pocketbooks).

## SYLPH and OVERLAND CYCLES

No more handsome and thoroughly reliable goods will be offered this year. Our catalogue gives details. Write for one.



MODEL H SYLPH— Highest possible grade. Weight, 22 lbs. actual. Strong enough for 250-lb. rider. Price \$100.



No. 6 28-INCH OVERLAND, 28 lbs., \$65. Tool steel bearings, swaged spokes and best materials throughout.

It will be seen by the accompanying cuts, prices, and descriptions that our line is up-to-date, including all sizes and priced cycles—highest grades and popular priced goods in all weights and different heights of frame.

**WE GIVE EXCLUSIVE AGENCY, COMPLETE PROTECTION, AND LIBERAL DISCOUNTS.**

A combination never before obtainable on a complete line—popular priced goods as well as highest possible grades.

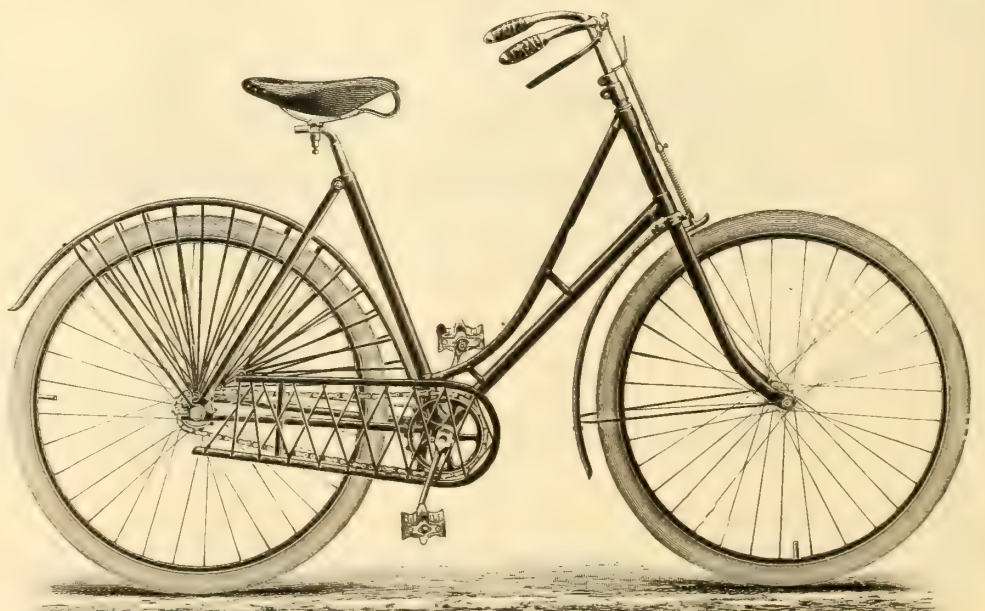
We are headquarters for sundries and shop repairs, and besides the wheels listed above, we carry an enormous stock of special bargain cycles with which dealers and agents can meet any competition in America. Write for agency and catalogue.

**ROUSE, HAZARD & CO.,**  
142 G Street, PEORIA, ILL.

### OUR LIST PRICES.

LIBERAL DISCOUNTS TO AGENTS AND DEALERS.

Model H Sylph, 22 lbs. 24-in. frame	\$100 00
" I " 21 1-2 lbs. 21 1-2 in. frame	100 00
" K " 19 lbs., 21 1-2 and 24-in. frame	100 00
" L " Ladies' Sylph 22 lbs., with guard	100 00
Sylph Racer, 16 lbs.	100 00
Overland Scorchers, 28 in., 25 1-2 lbs.	75 00
" Ladies' Scorchers, 26 in., 26 1-2 lbs.	75 00
No. 6 Overland, 28-in., 27 1-2 lbs., for men	65 00
" 7 " 26-in., 27 lbs., for small men	50 00
" 8 " 24-in., 25 " for boys	40 00
" 9 " 28-in., 32 " for tall ladies	65 00
" 10 " 26-in., 31 " for ladies	50 00
" 11 " 24-in., 29 " for girls	40 00
" 13 Cushion Acme, for boys	15 00



No. 10 OVERLAND, \$50. For ladies' USE.

Mention The Bearings



# Wilhelm Bicycles.

We will exhibit at the Chicago and New York Shows the finest line of wheels, including the new

## Wilhelm Tandems,

ever offered to the trade. Only the very latest and best in design, finish, workmanship, and material enter into their construction. To fully appreciate the excellent qualities incorporated in the best bicycle on earth, call at stand No. 67, Chicago Show, or stand No. 91 New York Show and examine the Wilhelm.

**W. H. WILHELM, & CO.,**

**Manufacturers, HAMBURG, PA., U. S. A.**

**GENERAL REPRESENTATIVES:**

**THE GEO. WORTHINGTON CO.,** Cleveland, Ohio—Ohio, Indiana, Michigan, and Western New York.

**E. P. CHESBRO & CO.,** Willimantic, Conn.—Connecticut, Rhode Island, Massachusetts, Vermont, and New Hampshire.

**PACKER CYCLE CO.,** Reading, Pa.—Pennsylvania, Maryland, New Jersey, and Delaware.

**F. B. PARSHLEY,** York Beach, Maine—Maine.

**C. R. JORDAN,** Santa Barbara, Cal.—California.

**KANSAS CITY BICYCLE CO.,** Kansas City, Mo.—Kansas and Missouri.



TIME AND LABOR SAVER!

WHAT?

THE **MUNGER**



BUILT LIKE  
A BICYCLE.....

Exclusive West Side  
Chicago Agent,

**C. E. GRAHAM,**

Madison and Robey Sts.

Exclusive South and  
North Side Agent,

**A. T. HEYWOOD,**

48 Van Buren St., Chicago.

==  
STAND NO. 78 CHICAGO CYCLE SHOW.  
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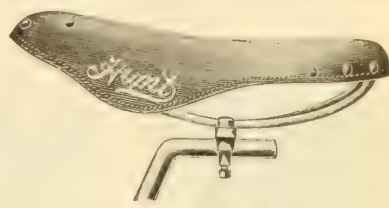
**MUNGER CYCLE MFG. CO**

INDIANAPOLIS, IND.





STYLE M M M.



STYLE M M M L.

EXAMINE WITH CRITICAL EYE

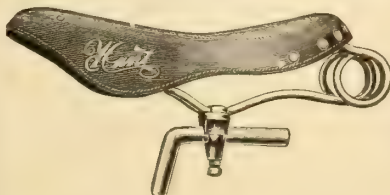
THE EXHIBIT AT  
SPACES NOS. 93-97,  
CHICAGO SHOW,

THEN WITH THE WORLD  
CONCLUDE THAT

**HUNT SADDLES**

VERILY ARE THE  
**UNEXCELLED.**

**HUNT MFG. Co.,**  
R. B. McMULLEN & Co. WESTBORO, MASS.  
CHICAGO AND NEW YORK.



STYLE R.



STYLE O L.

Mention The Bearings.

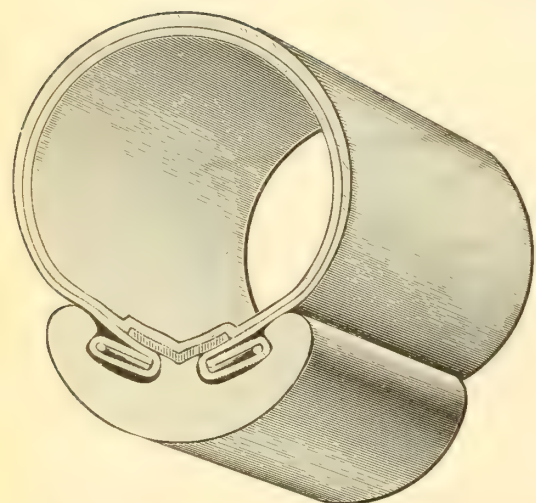


NO MORE "BLOW-OUTS" =

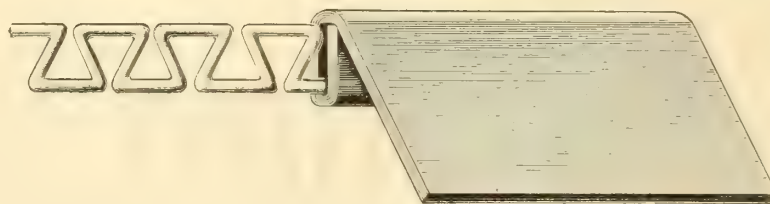
# The Newton D

SOLVES THOSE

A clincher-type tire that can be depended on---which  
SPECIALLY ADAPTS



INFLATED.



The "little joker" which does so much to prevent "creeping" and "blow-outs." This wire reinforcement of the clinching edges is flexible, and weighs but two ounces, but it "does the business."

High-grade in every sense of the word, and the price  
know a good thing when you see

## THE NEWTON R

MAKERS OF STRAUS

NEWTON UPPER

### STRAUS ELASTIC TIRES.

High-grade, fast, resilient, and durable.  
Made in both single and double tube form,  
and in several weights.



Where is there another tire maker who  
**We** are not trying to "educate the pub  
We try to give everyone that particular

Mention The Bearings



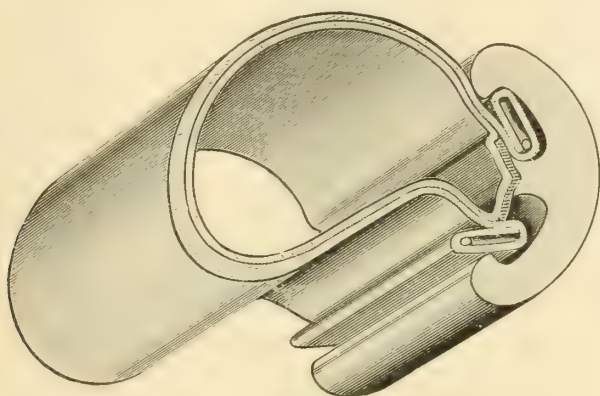
==NO MORE "CREEPING"

# detachable Tire

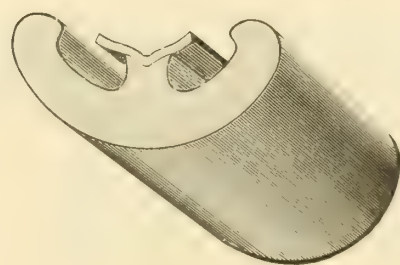
E PROBLEMS.

is not dependent on air pressure to hold it in the rim.

ED TO WOOD RIMS.



DETACHED.



WOOD RIM.

(which includes wood rims) is attractive too. If you  
it, and can take a hint, write us.

## UBBER WORKS,

AND NEWTON TIRES,

FALLS, MASS.

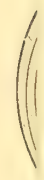


**NEWTON No. 2.**

A cementable, laced, double tube  
tire. Low-priced, but not cheap in  
construction.

offers such a wide range of selection?  
lic," nor to force the sale of a "pet hobby."  
type of tire which pleases him most.





ST  
H  
Made  
and i

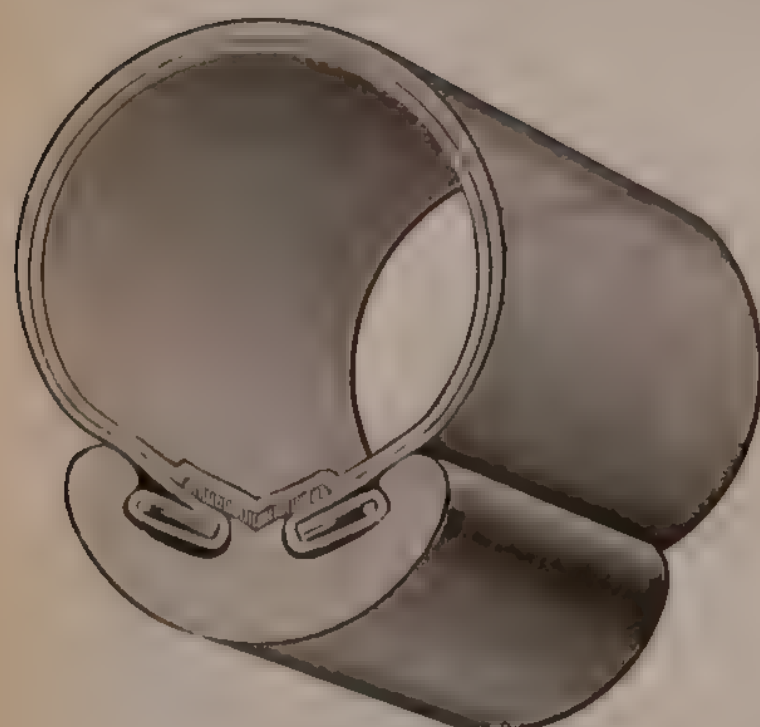


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## THE NEWTON R

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NEWTON UPPER



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High-grade, fast, resilient, and durable.  
Made in both single and double tube form,  
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Where is there another tire maker who  
We are not trying to "educate the public"  
We try to give everyone that particular

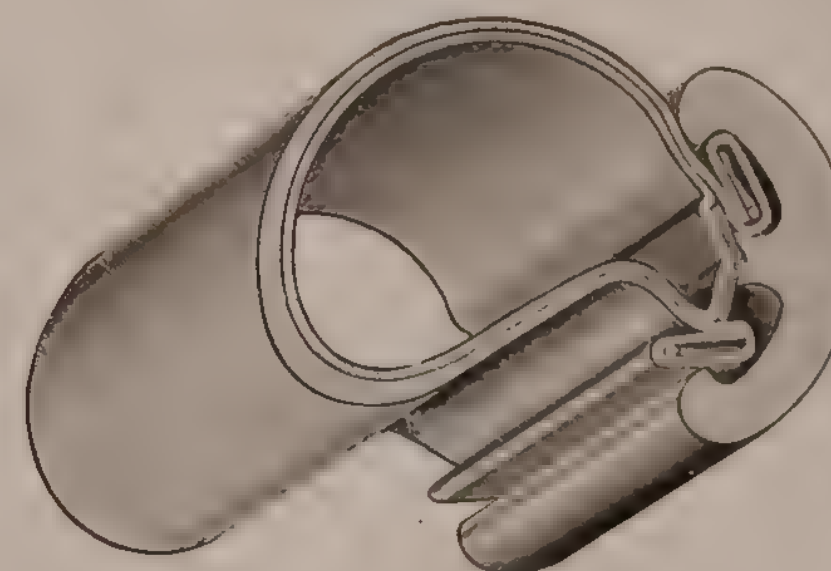
Mention The Bearings

=NO MORE "CREEPING"

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ED TO WOOD RIMS.



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WOOD RIM

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AND NEWTON TIRES,  
FALLS, MASS.



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A cementable, laced, double tube  
tire. Low-priced, but not cheap in  
construction.

offers such a wide range of selection?  
lic," nor to force the sale of a "pet hobby."  
type of tire which pleases him most.



# THE HIT OF THE SHOW...

— ARE —

## GARFORD SADDLES

And they are making an everlasting impression. Remarks as follows are not uncommon "Say, they are the finest I have ever seen." "Ain't they elegant?" "What beautiful saddles!" If you have not yet seen them be sure and do so or you have missed one of

THE LEADING FEATURES OF THE SHOW.

**GARFORD MFG. CO.,**  
ELYRIA, OHIO.

**R. B. McMULLEN & CO.,**  
139 LAKE STREET, CHICAGO. 309 BROADWAY, NEW YORK.  
General United States Selling Agents.





HAWLEY-KING & CO.,  
Wagons, Agricultural Implements, Bicycles, Etc.



FACTORY AT HOLYOKE, MASS.

Wholesale and Retail,  
166 and 168 North Los Angeles St.

Los Angeles, Cal., 189

This is a sample of our agent's letter sheet which we furnish with name, business address, etc., without charge.

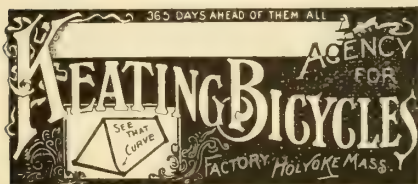


Adv. Cut No. 1, Single Column Wide.

These four cuts are suitable for newspaper or circular advertising. Nos. 3 and 4 are mortised and are a fac-simile, reduced size, of the Show Cards, or Hangers described below.



Adv. Cut No. 2 Double Column Wide.



Adv. Cut No. 3 Single Column Wide.



Adv. Cut No. 4, Double Column Wide.

**Show Cards or Hangers**, size 10x22 inches, same design as advertising cuts, Nos. 3 and 4. These show cards are very handsome lithographs, printed on heavy cardboard with agent's name and address all ready to hang up in your show windows or on the walls, in street cars, hotels, railway depots, post office, barber shops, and similar places, and are considered the best means of advertising if properly displayed in desirable places.

**Posters**, same design as the show cards or hangers, but printed on extra-heavy poster paper, with name and address, for posting on sign-boards, fences, trees, etc. These are very desirable advertising mediums for advertising throughout the city and surrounding country.

**Manifold Order Books**. These are supplied in sizes for 10, 25 and 50 wheel orders, are bound together, and enable agents to keep an exact copy of orders.

**The Dissected Bicycle**. This is a handsome folder with engraving of a complete Keating Bicycle dissected, but so arranged as to be readily understood by a novice. Each part is numbered and named.

In addition to the above (all of which are supplied to agents without charge) the Keating Wheel Company issue with every bicycle sold a very handsome guarantee, elegantly engraved and printed on the best bond paper.

### ORDER BLANK FOR ADVERTISING MATTER.

KEATING WHEEL CO., HOLYOKE, MASS.;

Gentlemen:—Please send the undersigned the following advertising matter, which will be distributed to the very best advantage:

-----copies Keating Wheel Company's 1895 Catalogues.  
-----copies Keating "Book of Testimonials," and the renowned "Sermon on Wheels."  
-----Show Cards, size 10x22, -----Posters, size 10x22.  
-----Manifold Order Book for -----Wheel orders.  
-----copies of Dissected Keating—Model K, '95.  
-----Adv. Cut No. 1. -----Adv. Cut No. 2.  
-----Adv. Cut No. 3. -----Adv. Cut No. 4.

-----2 in. cut, -----4 in. cut Keating Roadster Model K.  
-----2 in. cut, -----4 in. cut, "Keating Special Racer."  
-----2 in. cut, -----4 in. cut, "Keating Rational" Ladies' Diamond Frame.  
-----2 in. cut, -----4 in. cut, Model 10, Ladies' Drop Frame.  
-----2 in. cut, -----4 in. cut, Model 11, "Straight."  
-----4 in. cut, of the Dissected Keating Bicycle.

Name .....

City.....State.....



# THE BEN-HUR

AT **\$85**

CAUSES A SENSATION IN THE TRADE.

YOU WILL  
SEE  
THIS

TRADE MARK

VERY  
OFTEN  
IN 1895.



YOU WILL  
SEE  
THIS

TRADE MARK

VERY  
OFTEN  
IN 1895.

NOTE—The 1895 Ben-Hur No. 9 is not surpassed by any wheel in the world. Up to date in every particular. Narrow tread. Light weight. Dunlop, hose-pipe, or Morgan & Wright tires. Ask your dealer for them.

## CENTRAL CYCLE MFG. CO

22 GARDEN ST., INDIANAPOLIS, IND.

You will find us at Chicago Show, spaces 41 1-2 and 55 1-2, headquarters Wellington Hotel.  
New York Show, headquarters Park Avenue Hotel.



# Kalamazoo Cycle Co., Kalamazoo, Mich.

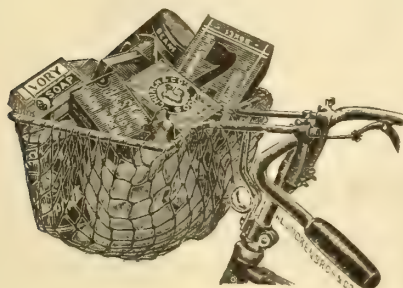
Will Exhibit this Line at Stand No. 87 1-2, Chicago Cycle Show.



Kalamazoo Baby Carrier. Style B for Handle Bar.



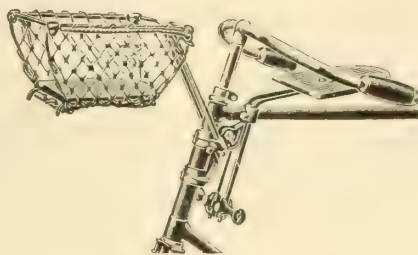
Child's Seat, Baby Carrier and Parcel Carrier Combination. Style A; B for Handle Bar.



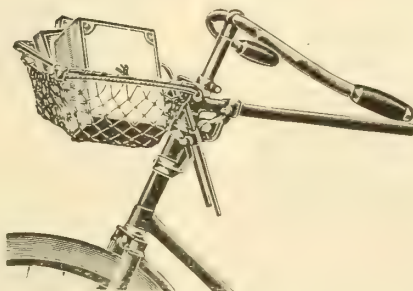
No. 7. Parcel Carrier.



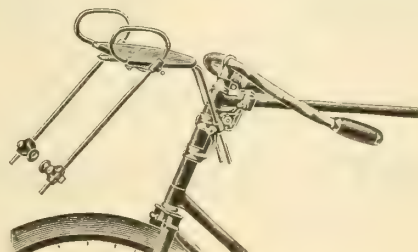
Mail Carrier.



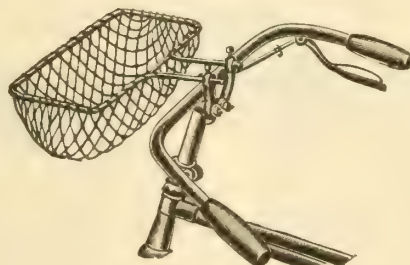
Style C, D Combination.



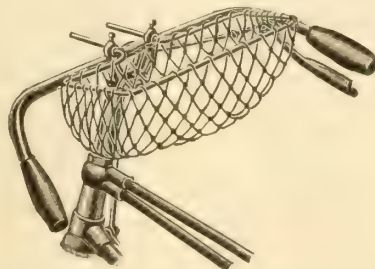
Style D Baby Carrier.



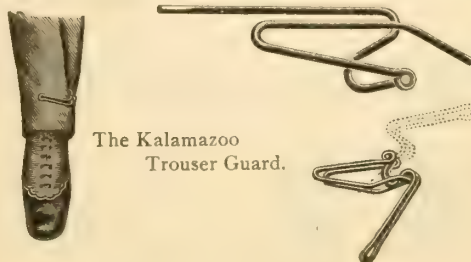
Child's Seat. Style C for Head.



No. 4. Set in Front of Handle Bar.



No. 4. Set Behind Handle Bar.



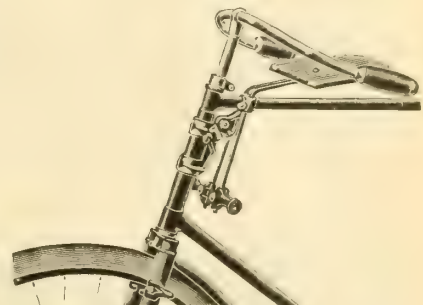
The Kalamazoo  
Trousers Guard.



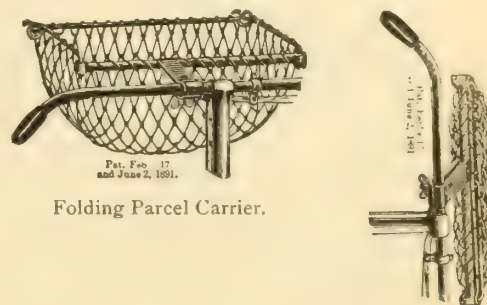
Combination Child's Seat, Baby Carrier and Parcel Carrier. Style C, D for Head.



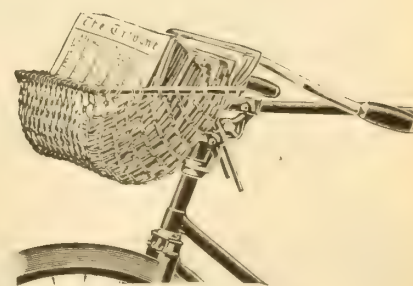
Style D for Head.



Child's Seat. Style C for Head.



Folding Parcel Carrier.



No. 8. Parcel Carrier.

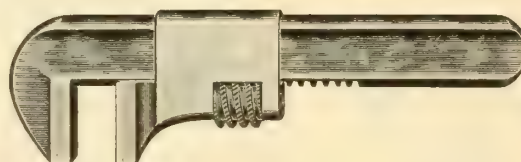
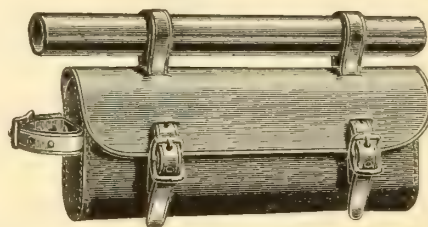
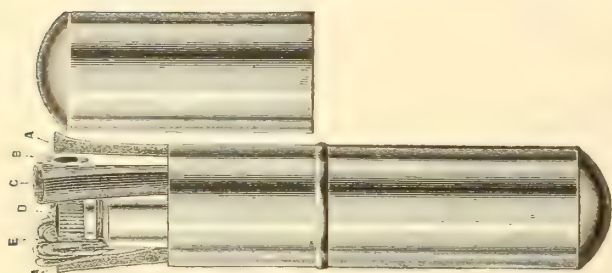


# Manufacturers, Jobbers, and Dealers

We can save you **TIME, TROUBLE, and MONEY** by using our

## COMPLETE TOOL BAG

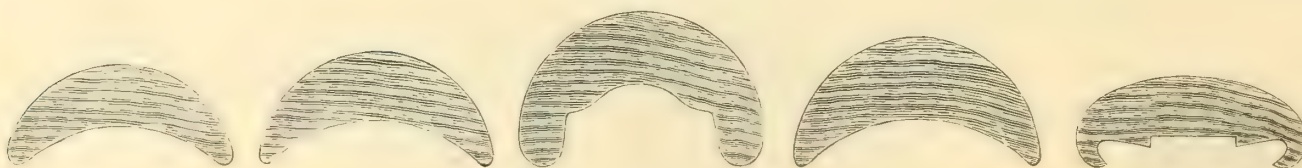
including everything to make the rider happy.



And we can supply you with the

## LOBDELL SECOND GROWTH HICKORY RIM

the best made.



We are also agents for the following:

### THE BOSTON WOVEN HOSE & RUBBER CO.,

Makers of the **VICI** Locking Tires, **EVER-TIGHT** Moulded Inner Tube Tire, and the **NEVER-SLIP** Hand-Made Inner-Tube Tire, with a Complete Line of Repairs and Parts.

### SNELL CYCLE FITTINGS CO.,

Makers of Complete Frames, Machine Parts, Bottom Brackets, Hubs, Pedals, Rims, Oil-Hole Covers, Lubricators, Fork-Sides, Chains, and Lamps.

### ELASTIC TIP COMPANY,

Makers of Cycle Specialties—**CELEBRATED WOOD RIM CEMENT**; **ELASTIC CEMENT** in 1-2, 3-4, and 1-inch tube; **ELASTIC CEMENT** by the barrel for quantity buyers; **MID-GET REPAIR OUTFIT**; **LITTLE GEM REPAIR OUTFIT**; Wrenches and Oil Cans; Cork Handles; Corkaline Handles; Bicycle Spokes, and Nipples.

### SHELBY STEEL TUBE CO.,

Makers of Cold-Drawn Steel Tube.

### E. J. LOBDELL

Maker of the **Second Growth Hickory Rims**.

In addition to the above we carry a Complete Line of Saddles, Tool Bags, and Sundries of every description.

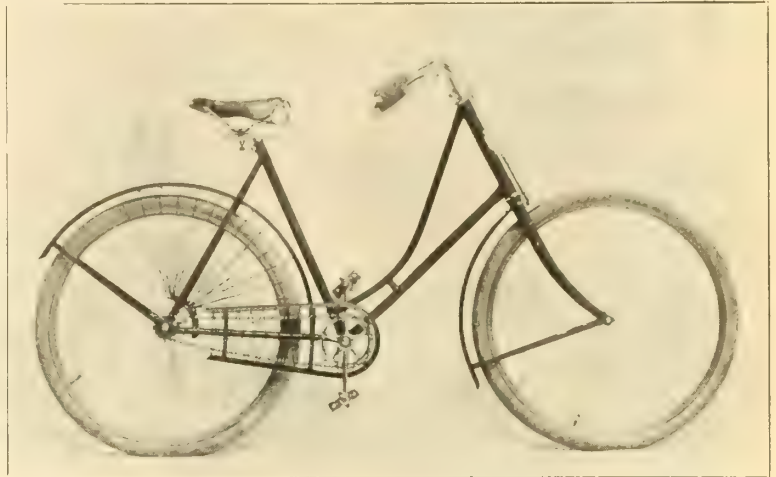
# CHICAGO TIP & TIRE CO., 152 and 154 Lake St., CHICAGO.



# THE COLUMBUS FIVE



NO. 8, 22 1-2 LBS.



NO. 9, 23 LBS.

AGENTS AND RIDERS,  
DON'T FAIL TO SEE  
THEM AT  
SPACES 1 and 2  
CHICAGO SHOW.

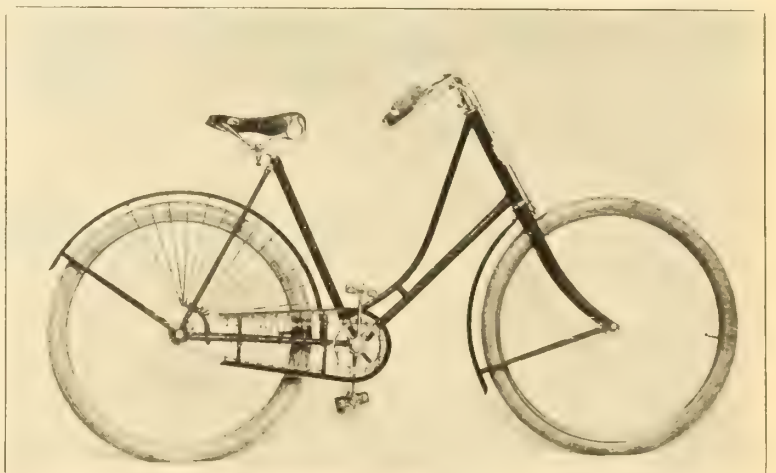


NO. 12, 18 LBS.

AGENTS AND RIDERS,  
DON'T FAIL TO SEE  
THEM AT  
SPACES 1 and 2  
CHICAGO SHOW.



NO. 10, 25 LBS.



NO. 11, 25 LBS.

Our line is most complete in every detail; prices and patterns are correct.

There is no better  
bicycle than...

• The Columbus •

COLUMBUS BICYCLE CO., COLUMBUS, OHIO.





# We Want Your Order for '95 Sundries

Lamps  
Bells  
Locks  
Wrenches  
Pumps  
Chain Graphite  
Enamel  
Bicycle Horns  
Tire Cement  
Rubber Cement  
Tire Tape  
Oil Cans  
Saddles  
Stands

Trouser Guards  
Cyclometers  
Whistles  
Repair Kits  
Luggage-Carriers  
Oil  
Toe Clips  
Cork Grips  
Lamp Brackets  
Tool Bags  
Screw Drivers  
Rubber  
Mud-Guards  
Tires

Write for Our Discount Sheet.  
We can save you from 10 to 20 per cent. on every-  
thing in this line. We are out for the Sundry  
Business and we propose to get it.

Come and see us at the  
Cycle Show.

**A. G. Spalding & Bros.**  
**147 & 149 Wabash Ave.,**  
**Chicago.**

New York.

Philadelphia.





THE BEST WOOD RIM  
ON THE MARKET.  
Have you seen the Joint?

**HALLADAY=TEMPLE**

Wood Rims furnished to  
the trade.  
GET PRICES AND SAMPLES.

# H. T. Scorchers

NOTHING IF NOT THE BEST.



= = Cycle Show Stands, 30 and 31. = =

Catalogue worth having—send for one.

MARION CYCLE CO., Manufacturers,  
Indiana, East, and South.  
MARION, INDIANA.

RALPH TEMPLE CYCLE CO.,  
Exclusive in Illinois, West and Northern States.  
2208 Michigan Ave., CHICAGO.

Mention The Bearings.



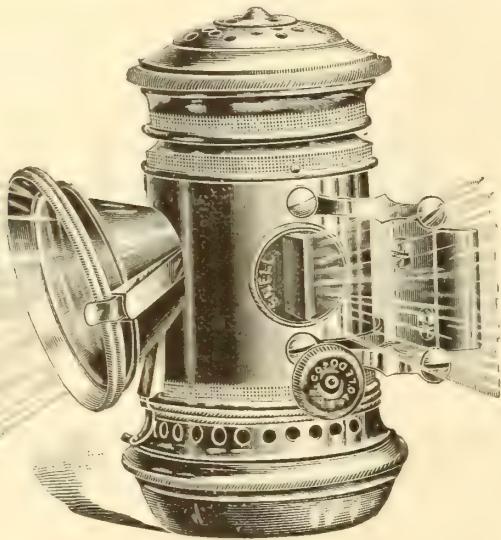
THE BEARINGS  
CYCLING AUTHORITY AMERICA

# THE SNELL CYCLE FITTINGS CO.

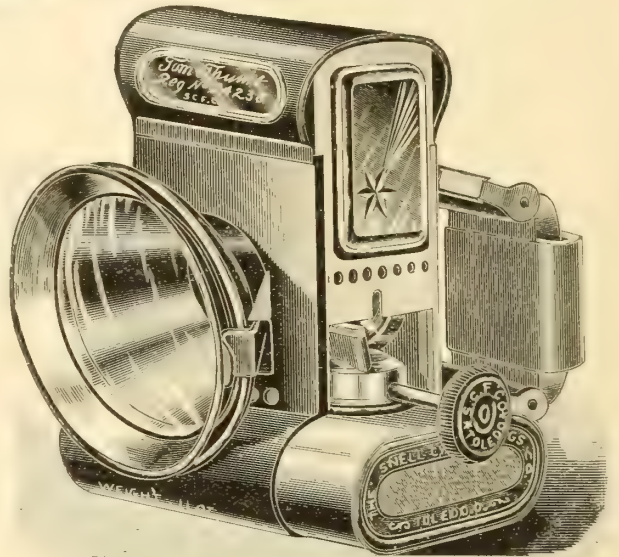
TOLEDO, OHIO,

MANUFACTURERS OF HIGH GRADE COMPONENT PARTS OF CYCLES.

THE  
FLASH  
LIGHT



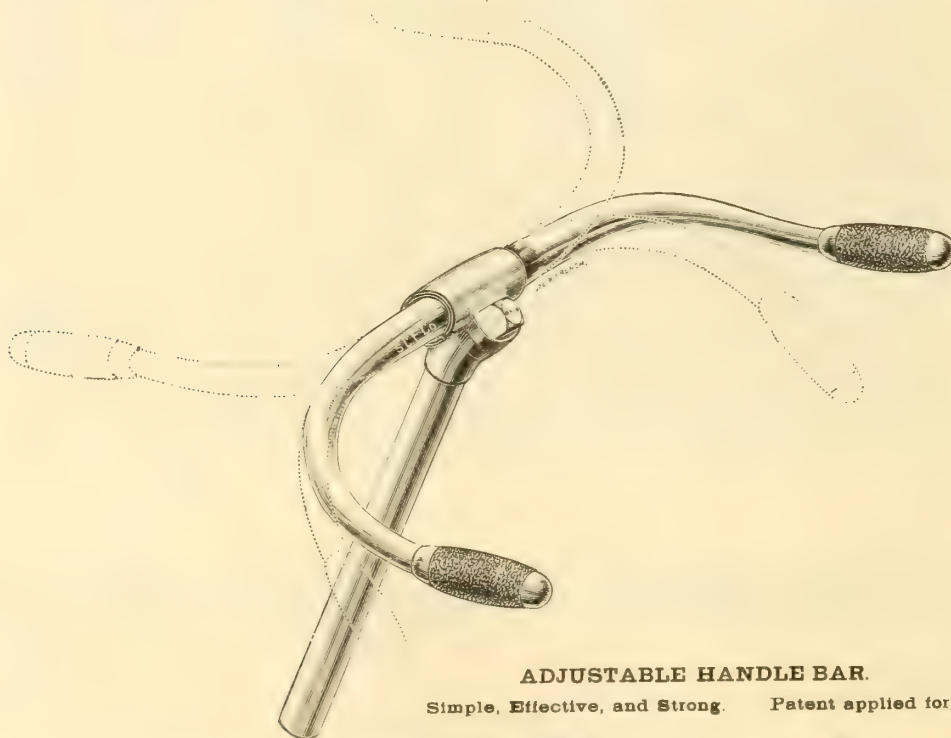
Burns kerosene oil—Reg. No. 46652



TOM THUMB—Reg. No. 24238.

Chicago  
Cycle Show,  
Stand No. 89.

Come  
and See Us.

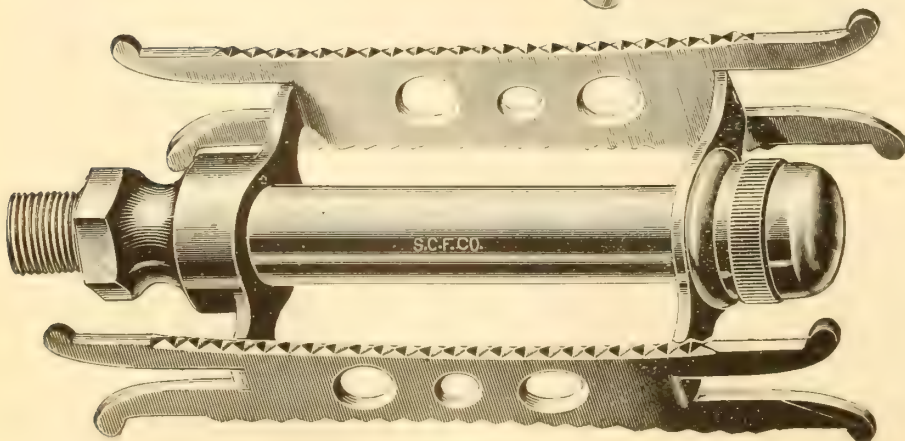


ADJUSTABLE HANDLE BAR.

Simple, Effective, and Strong. Patent applied for.

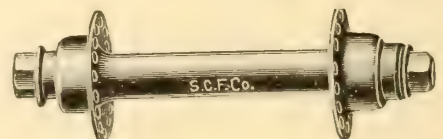
New York  
Cycle Show,  
Stands  
Nos. 3 and 4.

Come and See Us.

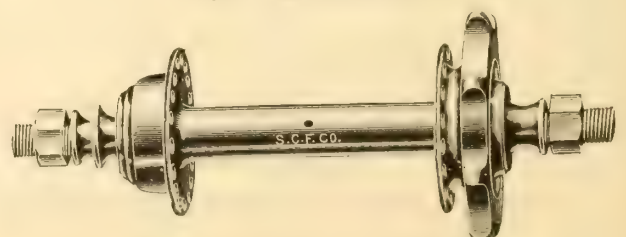


SNELL'S LATEST PEDAL, weight 12 oz. per pair.  
(Patent applied for.) More coming.

Mention The Bearings



1895 PATENT HUB.

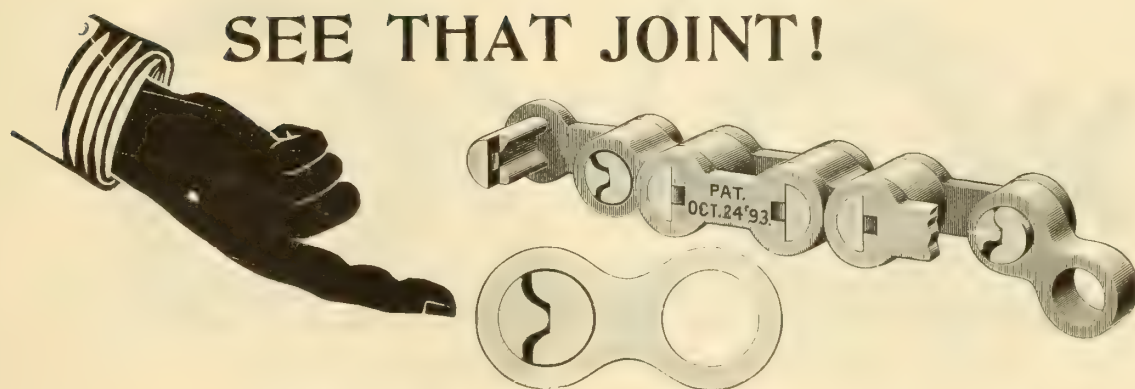


Ball will not fall out when axle is removed.  
16 oz. per pair, interchangeable sprockets.



# THE MORSE CHAIN

IS THE TALK OF  
THE SHOW.



The Morse Chain, Spaulding Pedals, Dead-Lock  
Wood Rims, and all the latest ideas in Steel  
Stampings can be seen at Stand 84.

**Spaulding Machine Screw Company,**

Sole Selling Agents,

Western Representative:

A. G. CROSBY, 3042 Groveland Ave., CHICAGO.

**BUFFALO, N. Y.**

MENTION THE BEARINGS



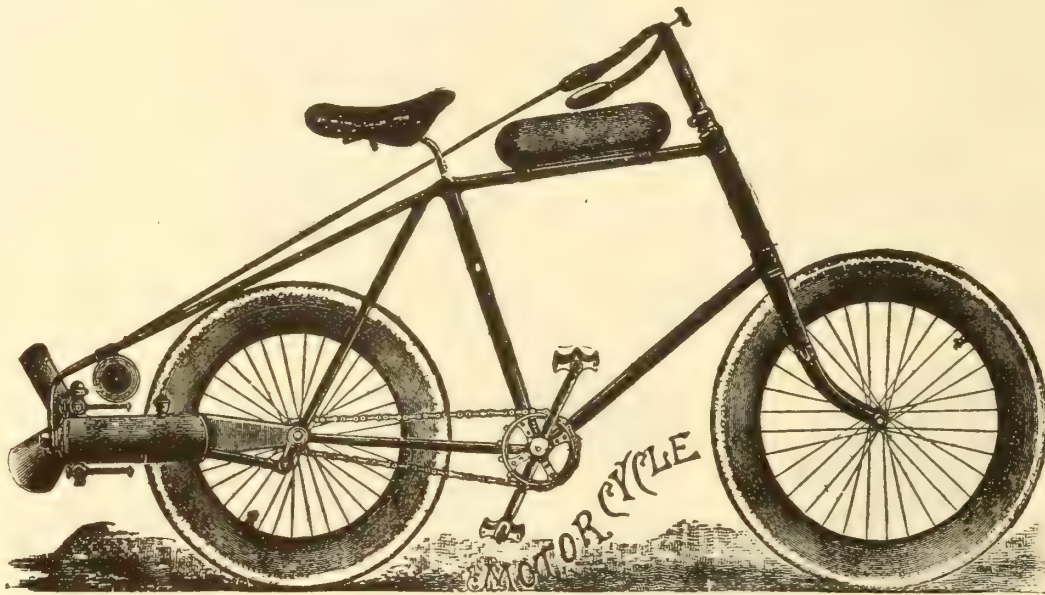
# The Motor Cycle Co.,

Offices: CLEVELAND, NEW YORK, CHICAGO, WASHINGTON.

The Hitchcock Mfg. Co., Cortland, N. Y.

We have the largest bicycle factory in the world.

For prices write the HITCHCOCK MANUFACTURING Co.



SEE WHAT PROMINENT PEOPLE SAY ABOUT OUR

## MOTOR CYCLE.

### TESTIMONIALS:

CLEVELAND, OHIO, Nov. 26, 1894  
MESSRS. THE MOTOR CYCLE Co., City.

Gentlemen: In answer to your inquiry would say, as one of the oldest bicycle riders in the city of Cleveland, having one of the first ball-bearing bicycles, the first safety, and the first pneumatic-tired safety that came to Cleveland, I was, therefore, very anxious to try the new Motor Cycle, and found I was the first to ride it after being brought out. After riding it several times, I am compelled to say that the machine is certainly a very wonderful invention, and capable of making great speed. I had no difficulty in riding it as the machine went right off on my first attempt. In starting I mounted it as I would a regular bicycle, turned on the fluid, touched the electrical button, put my feet on the coasters, and was off. It was the first time in my sixteen years' experience I have had the pleasure of coasting a long distance on level road.

Yours sincerely,  
(Signed) J. H. COLLISTER.

Mr. Collister is the manager of the Davis & Hunt Company, of Cleveland, Ohio, and is a third owner in same. He is one of the oldest bicycle riders in northern Ohio, and has a national reputation.

CLEVELAND, OHIO, Nov. 26, 1894.

THE MOTOR CYCLE Co.

Gents: You asked me for my experience when taking my first ride on the Motor Cycle. I can say that I rode it on my first attempt. Saw it climb the hills in Wade Park, and run at a speed faster than many of our fast riders would care to take on the road.

The motor was attached to an old frame; when a new frame is made for the Motor that will be strong enough, it will, undoubtedly, be a very taking machine.

(Signed) RALPH WORTHINGTON.

The preceding letter is from the well-known hardware concern of Cleveland, Ohio. Mr. Worthington is fifty years of age, and is one among the most prominent hardware men of the United States.

CLEVELAND, OHIO, Nov. 29, 1894.

MR. E. J. PENNINGTON, Pres. The Motor Cycle Company:

Dear Sir: In answer to your letter asking my opinion on the Motor Cycle: Am pleased to say I was among the first in Cleveland to try this machine. When I attempted to ride this one found there was little to learn, it went off at first as easy as though I had ridden it all my life. It did not take long to learn to adjust the speed. Could go as slow or as fast as I wished by regulating the oil valve on the handles. I have always been interested in bicycles and all kinds of machinery, and think the engine used on this wheel is by far the most powerful one I ever saw for its size.

As a reference, would be glad to give any one of your friends my opinion on your great invention.

Very respectfully yours,  
(Signed) W. J. MORGAN.

Mr. Morgan, of the well-known firm of W. J. Morgan Lithograph Company, of Cleveland, Ohio, is not only well known in this country but in foreign countries.

The rating of any of the above firms can be easily ascertained by looking at Bradstreet's or Dun's. We would be pleased to have any one write them a personal letter.

We have many other testimonials which can be seen at our office at any time.



The  
**W. S. C. H. Cycles**

ARE ATTRACTING THE MOST ATTENTION AT THE CYCLE  
SHOW THIS WEEK

AND THEY DESERVE IT, TOO.

25 STYLES,  
24 to 28-inch Wheels, 18 to 29 lbs.

**The Warman=  
Schub Cycle House,**

MANUFACTURERS,

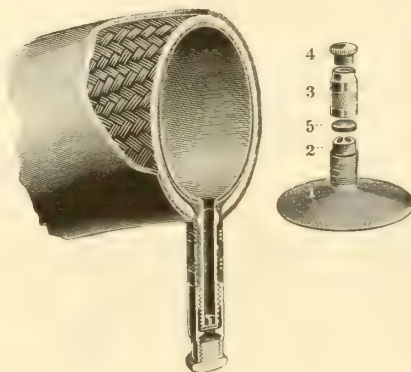
116 to 128 N. Lincoln Street,  
CHICAGO, ILL.



# First Blood 1895



New York Tires ridden by Tracy Holmes through snow and ice win the annual Pullman Road Race of the 2:50 club.



## New York Tires

always win where strength is required, and are known among the men who ride hard road races as "Old Reliable." We are enabled to make the

### Lightest and Strongest Tire in the World

by using our Patented Fabric.

We exhibit at Chicago, Stands Nos. 109 and 110; New York, Stand No. 42.

### New York Tire Co.,

23 Warren Street,

. . . . .

NEW YORK.

If other light tires are giving you trouble try ours.

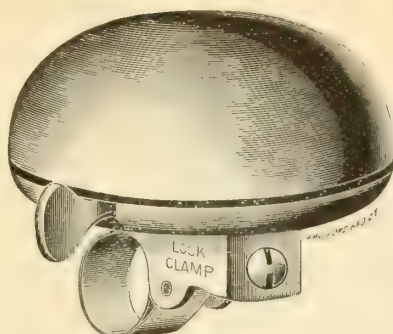
Chicago Office; 230 Caxton Building, Chicago, Ill.

Eastern Agents for the Plymouth Wood Rim. All sizes in stock.



SPACES  
90 AND 91,  
CHICAGO SHOW.

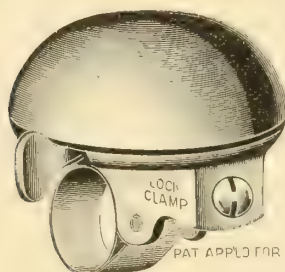
SEND FOR NEW LISTS.



"A," Weight, 10 ounces.  
List, \$2.00.

SPACE  
.... 26, ....  
NEW YORK SHOW.

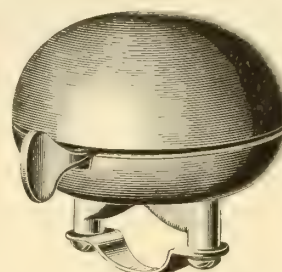
SEND FOR NEW LISTS.



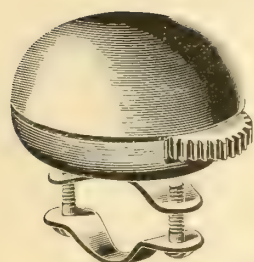
"C," Weight, 4 1/2 ounces.  
List, \$1.50.



"B," Weight, 7 1/2 ounces.  
List, \$1.75.



"S," Weight, 4 ounces.  
List, \$1.25.

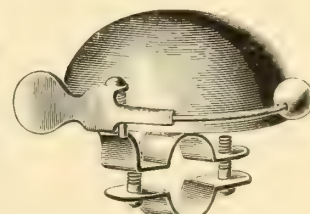


"MIDGET," Weight, 3 ounces.  
List, \$1.00.

## New Departure Bells

ARE IN GREATER VARIETY AND

IMPROVED FOR 1895.



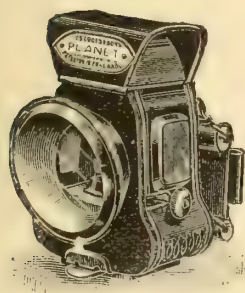
"D," Weight, 2 ounces.  
List, 50 cents.

## THE LUCAS LAMPS

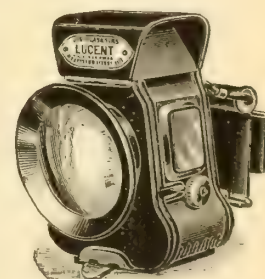
ARE IN GREATER VARIETY AND

IMPROVED FOR 1895.

COULD ANY ONE SAY MORE THAN THIS?



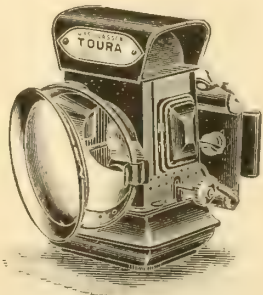
"PLANET," List, \$1.50.



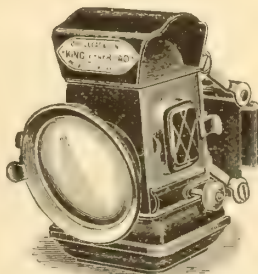
"LUCENT," List, \$2.00.



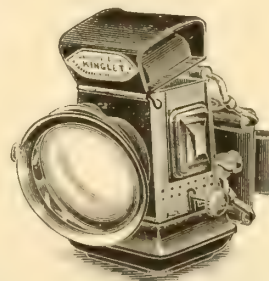
"MIDGET," List, \$2.50.



"TOURA," List, \$4.00.



"KING OF THE ROAD," List, \$6.50.



"KINGLET," List, \$5.00.

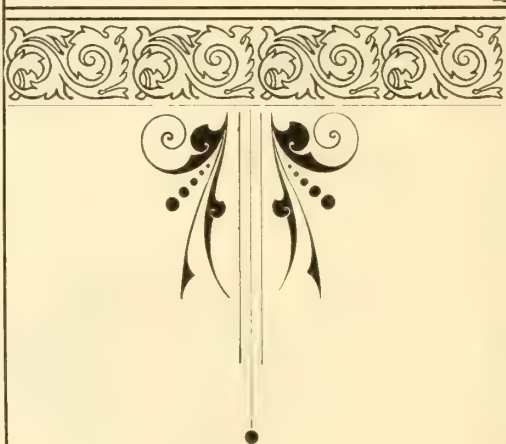


"CAPTAIN," List, \$3.00.

The New Departure Bell Co.,  
Bristol, Conn.

John H. Graham & Co.,  
New York, N. Y.





## Features Designate Character.

The characteristics of the

# FALCONS

GIVE THEM INDIVIDUALITY.

Our Chicago Cycle Exhibit is a feature that has brought  
well-earned compliments, and

Like the Falcon wheel, shows progressiveness.

FOR CATALOGUE WRITE THE

**YOST MFG. CO.** TOLEDO, OHIO.  
YOST STATION.





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207 & 209 MONROE STREET,  
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Among other good things to be  
seen at Space 119, Chicago Show,  
which is up near the stage . . .

## JOHN CALDWELL

— WILL SHOW AND TAKE ORDERS FOR TWO NEW B. B.'S.

### The Beverly Bicycle New Hub The Beverly Transparent Mud Guard

The mud guard of the age, the best of them all, and by far the neatest, lightest, most efficient, practical, and satisfying. It is transparent, and has the great feature of being scarcely noticeable on the wheel. Fits any wheel. The adjustments are small, new, and neat, yet strong, and are nickel plated. It can be taken off in a second, and rolls into small compass.

Riders will have it sure; hence dealers should have it. Discounts are liberal, and Mr. Caldwell knows all about it. See him. He will also show and take orders for the

### NEW BEVERLY HUB,

the best and most practical hub in the union. Best of steel bearings, large balls, up to date in every way, and very reasonable in price.

### THE NEW BEVERLY BICYCLE CRANK HANGER

will be ready in February. It is new in design, very strong, and thoroughly practical, and the most reasonable in price on the market. Those who would like to have as ample of this hanger leave name and address with Mr. Caldwell. The "B. B.'s"—that is, the Beverly Bicycle specialties, are made of the *best* material by *first-class* workmen, and are thoroughly practical and low in price. They are made for the owners by

## F. S. WATERS & CO.,

13 SO. UNION ST., - - - CHICAGO, ILL.





**IDE WHEELS HAVE A REPUTATION. THEY BRING THE PRICE.**

# Ide Wheels

With our Patented  
Elliptical  
Spring Cranks

**WILL BE DECIDEDLY IN IT IN '95.**

**3 Models, 3 Heights of Frames.**

**2 Models of Ladies' Wheels.**

## ..ELLIPTICAL CRANKS..

**On all Models and for everybody.**

**Endorsed by all users.**

**Reliable Agents Wanted in Every City.**

**Send for Catalogue.**



**IDE LIGHT ROADSTER MODEL "C." \$115.00. Weight 21 to 25 pounds.**

**Compare this wheel with others. Comparison is a better criterion than words.**

### READ A FEW OF OUR MANY TESTIMONIALS.

I have ridden your Spring Crank IDE SPECIAL over two months, and find it to be the easiest running wheel I ever rode. I can climb hills on the 66-inch gear easier than with my old 59-inch.  
CHARLES SMITH, Wyoming, Ill.

I am very much pleased with the Elliptical Spring Cranks. I would not take \$10 for them if I could not get another pair. A man can climb a hill a third easier with your cranks than he can with the common cranks. I ride a 70-inch gear, and find it as easy as a 60-inch gear with common cranks, and can make faster time with them. I also want to say that the IDE WHEEL is the best running and the strongest on the market. I have ridden my wheel a thousand miles since I had it, and have not had a repair on it yet. I have ridden it over the roughest roads, and carried twenty-five pounds on it, besides my own weight, which is 178 pounds.  
ED DOBLE, St. Cloud, Minn.

I have used the Elliptical Spring Cranks in riding over 1,400 miles, and find them to be the best cranks I ever used for hills and rough roads. As I am not a racing man, I could not express an opinion as to their usefulness on the track, but for roads and hills they can not be beat.  
R. A. MOREHEAD, Quincy, Ill.

Your Elliptical Spring Cranks on my IDE SPECIAL have given entire satisfaction. I find them in advantage in hill-climbing and in going over crossings or sudden rough spots, besides, they give the wheel a more graceful appearance.  
R. J. OTTO, Bloomington, Ill.

I have ridden over 8,000 miles of all sorts of roads this season, and think the Elliptical Spring Cranks one of the greatest inventions of the bicycle era. On rough, choppy roads, and for hill-climbing they can not be beaten. For instance, while touring from here to Buffalo, N. Y., I climbed all hills but two, and one of these was covered with freshly-laid gravel.  
CHARLES F. AGLE, Bloomington, Ill.

I have been a bicycle rider for twelve years, and during that time have owned and ridden many different makes of wheels. Until I purchased an IDE SPECIAL I never thoroughly enjoyed riding. In my opinion, this is the best wheel on the market today. The greatest point of superiority, I think, is in the Elliptical Spring Cranks with which this wheel is fitted. I am fully satisfied that I can ride longer distances, and do it easier, and go up steeper hills with less exertion on this wheel than on any other wheels not fitted with these cranks. As a hill-climber, it is a triumphant success. I would not be without it.  
W. L. WILEY, Brimfield, Ill.

I am of the opinion that the Elliptical Spring Cranks on the IDE SPECIAL is a great improvement. I have climbed hills with my IDE SPECIAL that I never could before. My brother has straight cranks, and he says that my IDE SPECIAL goes up a hill easier. I am stuck on the wheel throughout.  
GEO. S. WALKER, Toulon, Ill.

Both wheels to hand, and must say they both pass my most sanguine expectations. My order, placed some time ago, was a veritable "pig in the bag," not having the slightest IDEA what the wheel would be like; simply ordered on reputation of the firm as manufacturers of watchmakers' tools (have been using a set of screw-drivers and other small tools on my bench for five years, and consider them the best manufactured). Have all the best riders in our town interested in the IDE WHEELS, and, excepting a few prejudiced agents, it is pronounced by all as the finest make of wheels ever brought to town, and the boys ride the best of all makes made. Am proud of the IDE Agency, and intend to work it hard.  
FRANK E. SMURR, Martinsburg, W. Va.

The IDE SPECIAL I bought of you some time ago has given perfect satisfaction. Have not had the slightest trouble with it, and have ridden over 2,000 miles, almost entirely on the road, and not very good roads either. I am in love with the Elliptical Cranks, both for hill-climbing and racing. On September 12 I rode three straight heats in a race here in 1:14½, 1:16½, and 1:11, a cold day, very windy, and on a horse track.  
J. H. LANE, Moulton, Maine.

The wheel arrived yesterday noon O. K. I can not express the pleasure I have to use one of the SPECIALS. It is fine and far exceeds my expectations. It is universally admired, although there are many first-class wheels here.  
L. H. BUCKS, Iowa Falls, Iowa.

I have ridden an IDE WHEEL since August, and consider it the best wheel I ever was on, or any one else for that matter. I am very well pleased with it. I have been in eighteen races, got five firsts, two seconds, two thirds, four fourths, three fifths and unplaced twice, and the wheel has never been injured. It is the only wheel in Belvidere that has won the Club Medal three times. I have won it twice, and Goodrich rode it and won once.  
HARRY D. HASKINS, Belvidere, Ill.

The wheel came O. K. and I am very much pleased with it. It is the lightest running machine I have been on.  
I. O. GLAZIER, Greeley, Colo.

I wish to say a few more words of praise for your IDE LIGHT ROADSTER. Last Sunday, August 5, I rode from Terre Haute to La Fayette, a distance of 102 miles, starting at 4:25 a. m. and finishing at 11:40 a. m., making the run in 7 hours and 15 minutes; returned the next day by a different route, 112. I did not undo my tool-bag nor use any kind of oil in the 214 miles. The Elliptical Cranks work wonders on the hills, and one must try them only to be convinced.  
W. R. TEEL, Terre Haute, Ind.

I am the owner of your IDE SPECIAL, No. 8062, and am very much pleased with same. Have taken it out on several trips and have saved considerable expense and time. It is all O. K. for road work. While out a short time ago in the western part of the state, in attempting to catch the "Overland Flyer," at Grand Island, I rode from Shelton, twenty-four miles, in 72 minutes flat, making the last eight miles in 21 minutes, and the wheel adjustments were all in good shape; did not rattle loose like some wheels I know of. I also rode in the Relay (Washington-Denver) Race, and rode ten miles, measured by cyclometer, in just 30 minutes, official time, at midnight, 11:45 to 12:15, over a road that I had never been over. It was very rough and sandy, and I got two hard falls, but did not scratch the wheel. There is only one other IDE in town, but you could hardly get either of us to look at another wheel.  
F. H. KNOWLTON, Fremont, Neb.

I have ridden wheels since 1879, this season's mount being the eighth one used in this period. I have never enjoyed riding before as I have this season. I can ride the IDE a greater distance with much less fatigue, can climb hills with very little extra exertion and think that words can not express the true merits of the Elliptical Spring Cranks. This is a decision arrived at by all riders of the IDE, as far as I have observed.  
L. REYNOLDS, Kansas City, Mo.

I have given your Elliptical Spring Cranks a very thorough test, both in general road work and city riding, the past season, using a 74-inch gear, with less power and more ease than I ever did with a 54-inch gear with the old-style cranks. They are certainly a great advantage in hill-climbing and speed. I did not take very kindly to them before I had tested them, but now consider them the best thing of the kind on earth.  
H. C. PACKARD, Bloomington, Ill.

# F. F. IDE MFG. CO.,

**Spaces 41 and 56, Chicago Show.**

**PEORIA, ILL.**

**Mention The Bearings.**



There is a large demand for a good grade  
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**WE HAVE WHAT YOU WANT**

See our SHAPLEIGH'S \_\_\_\_\_

**STANDARD**  
and our  
“**RUGBY**” **LINES**

Shapleigh Standard, No. 100, 25 lbs .....	\$90 00
Shapleigh Ladies' Standard, No. 200, 26 lbs.....	90 00
Wood or nickel-plated steel rims.	
Shapleigh Rugby, No. 70, 28-in. diamond, 25 lbs .....	75 00
Shapleigh Rugby, No. 75, 28-in. drop frame, 25 lbs .....	75 00
Shapleigh Rugby, No. 60, 28-in. diamond, 28 lbs .....	65 00
Shapleigh Rugby, No. 65, 28-in. drop, 30 lbs .....	65 00
Shapleigh Rugby, No. 50, 26-in. diamond, 30 lbs .....	50 00
Shapleigh Rugby, No. 55, 26-in. drop, 30 lbs .....	50 00
Shapleigh Rugby, No. 40, 24-in. diamond, 28 lbs .....	40 00
Shapleigh Rugby, No. 45, 24-in. drop, 28 lbs .....	40 00

Choice of wood or steel rims, M. & W. or Hartford single-tube tires.

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GIVE US A TRIAL ON THESE GOODS AND REST HAPPY THAT YOU HAVE THE VERY  
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**A. F. SHAPLEIGH HARDWARE CO.,**

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**ST. LOUIS, MO.**

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# AJAX CYCLES



HIGHEST POSSIBLE GRADE.

## VERY FAST, VERY LIGHT, VERY STRONG.

EMBRACE MORE RECOGNIZED IMPROVEMENTS THAN ANY OTHER SINGLE LINE MANUFACTURED.

### Gentlemen's and Boys' Wheels.

VARSITY, 28 inch, 20 lbs.	. . \$100
VARSITY RACER, 26 inch, 16 lbs.	125
COURIER, 28 inch, 26 lbs.	. . 75
ANTELOPE, 28 inch, 32 lbs.	. . 60
TORNADO, 26 inch, 24 lbs.	. . 50
BLIZZARD, 24 inch, 23 lbs.	. . 40

### Ladies' and Girls' Wheels.

VASSAR, 28 inch, 23 lbs.	. . \$100
GIPSY, 28 inch, 28½ lbs.	. . 75
GAZELLE, 28 inch, 35 lbs.	. . 60
QUEEN MAB, 26 inch, 25 lbs.	. . 50
FAIRY, 24 inch, 24 lbs.	. . 40

Fitted with M. & W. Tires regularly and with G. & J. Tires at an advance of \$5.00 list.

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MANUFACTURED BY ST. NICHOLAS MFG. CO., AND CONTROLLED BY

## HIBBARD, SPENCER, BARTLETT & CO.,

22 LAKE STREET,

CHICAGO.

MENTION THE BEARINGS.



# Lines and Prices are Right

WE SHALL HAVE AN AGENT IN EVERY TOWN.  
SPEAK EARLY.

Weight, 23 lbs.      Guaranteed Roadster.

1895

MAJESTIC

1895

List \$75.      Men's and Ladies'.

HULBERT BROS. & Co., New York.

STEUBENVILLE, OHIO.

Gentlemen: It may interest you to know that during the two years selling Majestics I never had a complaint or any trouble whatever regarding them. Best wheel I ever handled "at any price." Easy sellers and a sure thing to give satisfaction. Never had to get any parts or return a wheel to the factory. The first year I thought it was owing to good luck, but since the second year has passed with the same result I know it is the machine. All different makes I have, have caused more or less trouble. But the Majestic caused none.

F. E. Low.

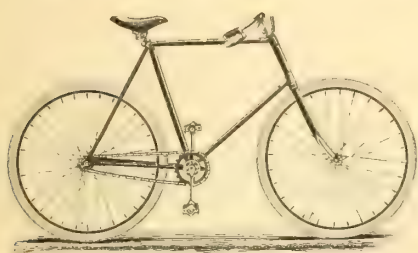
## HULBERT BROS. & Co.

26 WEST 23<sup>D</sup> STREET,

NEW YORK.

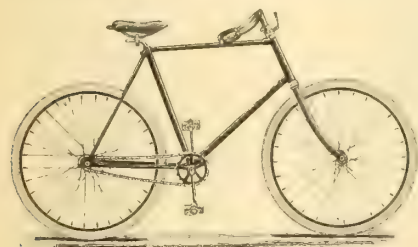


# OUR 1895 LINE. NINE PERFECT MODELS



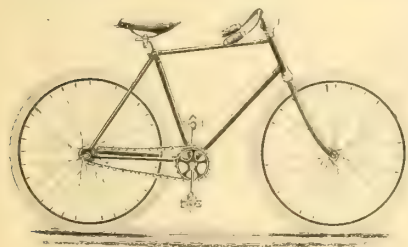
ROAD KING.

28-in. Wheels. Weight 24 lbs. Price \$80.



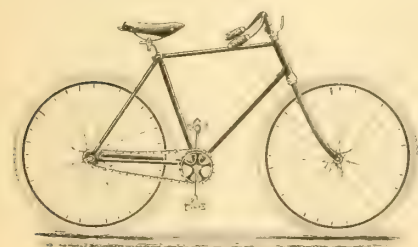
DUKE.

28-in. Wheels. Weight 28 lbs. Price \$60.



PRINCE.

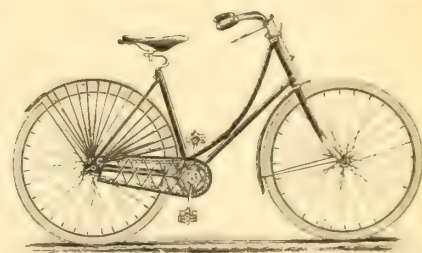
26-in. Wheels. Weight 25 lbs. Price \$50.



MIDDY.

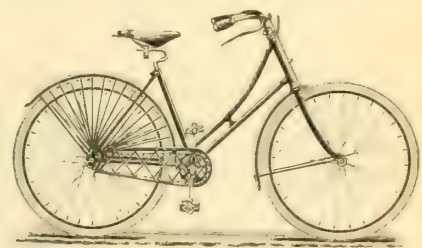
24-in. Wheels. Weight 23 lbs. Price \$40.

Great Beauties.  
Best  
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Great  
Improvements.  
Light  
Weights.  
Great Sellers.



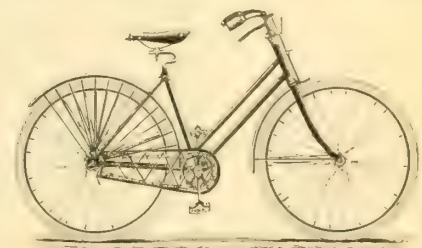
ROAD QUEEN.

28-in. Wheels. Weight 29 lbs. Price \$80.



DUCHESS.

28-in. Wheels. Weight 33 lbs. Price \$60.



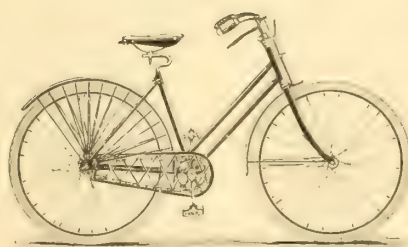
PRINCESS.

26-in. Wheels. Weight 29 lbs. Price \$50.



FLYING JIB.

22-in. Wheels. Price \$20.



MIDGET.

24-in. Wheels. Weight 27 lbs. Price \$40.

'95 CATALOGUE NOW READY.

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Excellence of Workmanship  
and Promptness of Delivery

Are the TANDEM qualities that has won for us many a race and placed us upon record as the leading producers of high grade engraving by every known process at moderate rates.



Specimen of half-tone engraving from

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CHICAGO, ILL.


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...is...

PRINTED,

BOUND, and 

MAILED

...by the...

**W. F. Hall Printing Company,**

21, 23, and 25 Plymouth Place,

CHICAGO.

Our entire establishment is run NIGHT and DAY throughout the year, which gives us special facilities for handling work requiring immediate delivery.

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We are headquarters for this most effective way of advertising. During the past year we have made millions of them, including those for

“Bearings,” “Referee,” Palmer Tire Co., Morgan

& Wright, Munger Cycle Co., and

dozens of others. Send

for samples and

prices.

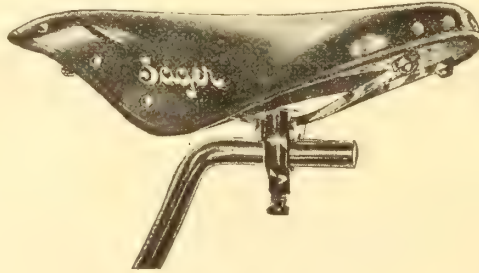


# Nothing in Sight of Sagers

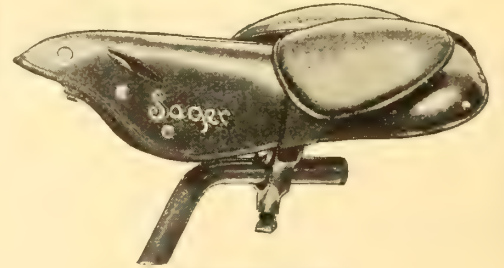
COMPARISON INVARIABLY WINS US ORDERS.



A1. With Direct Post.



X1.



Pneumatic Pads.

**IMITATION IS THE SINCEREST FLATTERY.** Just notice how some people flatter us. Then they are a year behind and can never attain the perfection which always characterizes Sagers. Better stick to a poor idea than to be guilty of a clumsy imitation.

Saddles with all adjustments weighing only from 12 to 20 ounces. Manufacturers of Beauty Child's Seats, Pneumatic Pads, Toe Clips, &c.

## Sager Manufacturing Company,

PARKHURST & WILKINSON,  
General Western Representatives for Saddles.

ROCHESTER, N. Y.

MENTION THE BEARINGS

*Do you know that the Ames & Frost Company catalogue and use the Webb Detachable Tire, also that they use the Brandenburg Pedals exclusively on Imperial Wheels?*

**PARKHURST & WILKINSON,**  
*Chicago.*



# Manufacturers, Don't Do Anything

Till you have seen our line of new

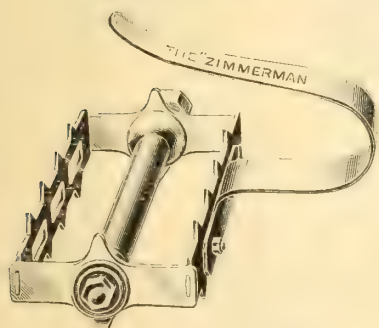
## Zimmerman Saddles

They abound in practical improvements.  
Marvelously low prices for fine goods.  
Send for samples and quotations.

GEO. PEARCE CO., = = = = 17 Warren Street, NEW YORK.

## LAMPS and TOE CLIPS

DEALERS SUPPLIED WITH  
ELECTROS, FREE.

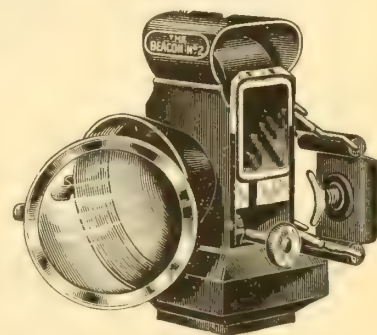


PRICE 50c. PAIR.

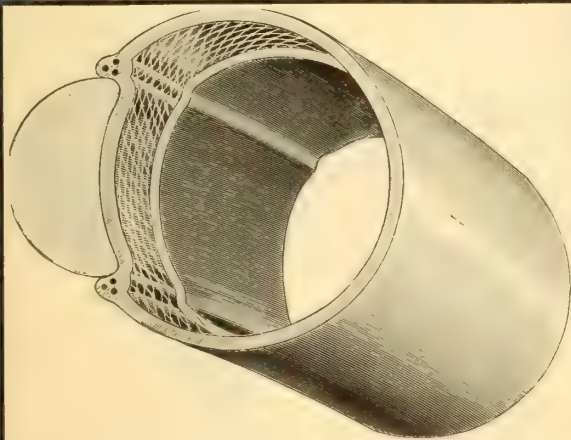
Geo. Pearce Co.,

Factory at Freehold, N. J. 17 Warren St., NEW YORK.

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SHOW...

## ARE YOU TIRED?

If so or not,  
Use the

## Duryea Tire.

Fits regular crescent rim. No tools, no cement.  
Endless wires outside of rim. No roll, no creep.  
Canvas or meshed fabric.

Indiana Rubber & Insulated  
Wire Co., Marion, Ind.



'95

# *The March Bicycles.*

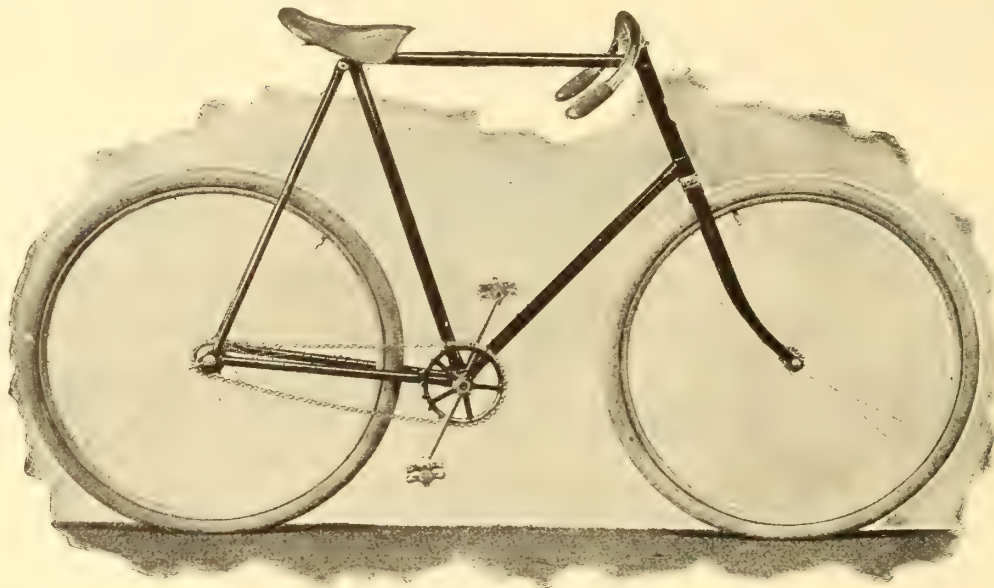
'95



Weights :

Roadster 21 lbs.

Racer 16 lbs.



Weights :

Ladies' 23 lbs.

Tandem 38 lbs.

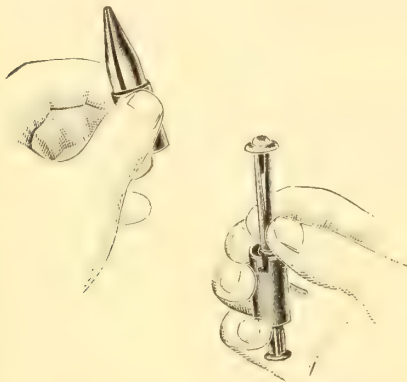


See us at Stand No. 29 Chicago Show.

## THE MARCH-DAVIS CYCLE CO.

Mention The Bearings

98 N. Clinton Street, CHICAGO.

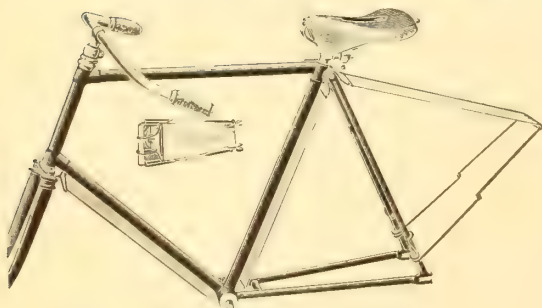
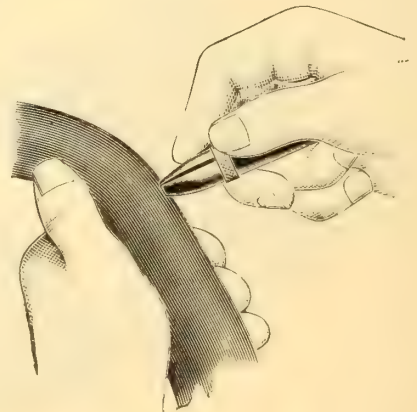


### M. E. GRISWOLD'S NEW REPAIR TOOL

FOR SINGLE TUBE TIRES.

The most complete article of the kind ever placed on the market. Don't fail to investigate. It will pay, as well as please you, to know what can be done with this ingenious tool. Put up in neat case, with one dozen plugs and tube of cement, complete.

PRICE, \$1.00.

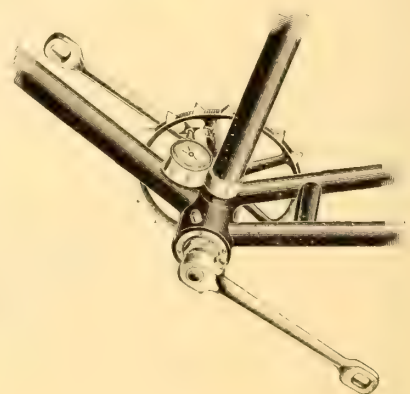


GRISWOLD'S IMPROVED DETACHABLE  
FOLDING BICYCLE RUBBER  
MUD-GUARD.

### M. E. GRISWOLD'S Cyclometer

Adjustable to any gear in five minutes. It weighs less than two ounces. Absolutely dust and water proof. Adjusted in a safe place. Positive in movement. Can not get out of order. Complete in every particular.

PRICE, \$3.25.



## M. E. GRISWOLD CO., Manufacturers,

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Office and Factory: WASHINGTON HEIGHTS, CHICAGO.



# Get a Stormer Bicycle

REDUCED IN LIST. REDUCED IN WEIGHT.

MATERIAL, WORKMANSHIP, AND FINISH IMPROVED.

## STRICTLY HIGH-GRADE WHEELS

WEIGHT FROM 22 TO 28 POUNDS WITH TIRES COMPLETE.

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# THE BEARINGS

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No 24

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, JANUARY 11, 1895.

## BOSTON'S SOCIAL SEASON.

**Hubbites Abandon the Wheel and Devote all of Their Spare Time to Dances and Other Social Pleasures.**

BOSTON, MASS., Jan. 5.—The social season among Boston's clubs may be said to be at its height at the present time. There is not an organization of any size at all that is not pushing the social amusements to the limit at the present time, and January will be full of good inside fun for all the boys. The past week has been an especially good one for the Press boys, who have whooped it up in great style. Monday evening they had a ladies' night which was the most successful social event ever given by the club. Tuesday night they had a sleigh ride and Wednesday night another. The Massachusetts, Roxbury, Mt. Washington, and in fact all the clubs have begun to prepare for their dances.

There has been about ten inches of snow on the ground for a week, and the glass has been hovering about zero all that time. Consequently only the most hardened of the riders have been tempting fate by riding over the beaten snow, a pleasure which is much talked of in some localities. Politics—club, state, and national—and social delights are engrossing the boys just at present, and they are perfectly willing to swap wheels for runners.

The Press Club is talking of electing officers. The same old "Press" amendment is being talked of again. The constitution compels the election of the executives from the members of the club who are connected with the press. They talk of changing it again. There is little chance that Mr. Fourdrinier will be re-elected. Not that he has not made a model president—as a matter of fact he has. He has put the club into a fine clubhouse—straightened out the finances, something that would have puzzled a Philadelphia lawyer to make straight—and in many ways worked good to the organization. But he is living out of the city and

**Is Not "a Geographical Candidate,"**

as they say in national politics.

The Massachusetts Club is at present struggling with the question of excluding the women from membership and the other clubs have either just elected their officers or will within ten or twenty days. The only thing interesting in the state work is the resignation from membership of the finance committee of J. Fred Adams, who has been a member of this committee since the old days when Mr. Hill, of Worcester, was chief consul, and he has been its chairman from time immemorial. He feels that an infusion of new life and blood into the committee will be good for the work and the division. He has sent his resignation to the chief consul, who refused to accept it and asked him to reconsider. But he insisted and he is now out of the committee. Reuben S. Swan has been elected as his successor.

Mr. Elliott is at work on a couple more amendments which he will put in at the National Assembly meeting. One is to restrict the Executive Committee from making contracts extending beyond its term of office. Under present conditions, it would seem an executive committee might commit the fault which might work unlooked-for harm to the organization long after they had been consigned to the roll of the "has beens."

The other amendment is a clever scheme to get back at Uncle Sam on the postal laws rulings. This is a reserve measure in case it transpires that the Springer bill can not be so amended that the *Bulletin* may be sent to each member.

It is a sort of "cart before the horse" arrangement. Instead of joining the L. A. W. and getting the *Bulletin* as a premium, you subscribe to the *Bulletin* and get the membership as a premium. This has been looked into by some of the Boston post officials who stand high, and they say that there is no reason why this should not go through all right and be satisfactory to the department. But this will not be used except in case of necessity.

With the announcement of the personnel of the guide-board committee of the Massachusetts Division L. A. W., the

### Actual Work of the New Administration Begins.

Mr. Elliott, the chief consul, has been considering the members of this committee for some time, and has at last decided on the following: Alonzo D. Peck, of Boston, chairman; Edward W. McGlenen, of Boston; Francis W. Williams, of Springfield; W. C. Toppan, Newburyport; F. M. Miller, Pittsfield, and T. C. Forbes, of Greenfield. This committee is a splendid work-

ing one, and each member has some special aptitude for the work. Each member has written in enthusiastic terms of the work of the committee, and with no exceptions they are workers. Such, however, is the case.

### The Guide-Board Question

has been taken up by former committees, but for some reason has never been pushed very hard. The issuance of the new L. A. W. Helping Hands will help this present committee to force the work and put it on a firm foundation.

It is not a matter of very general knowledge that there is a statute on the books of the commonwealth to the effect that towns must maintain guide posts or pay the stipulated fines. Such, however, is the case. This law will be the basis of operations of the committee's work for some time. This committee will seek to impress on the towns the fact of such a statute and the necessity for its enforcement. A well-marked road is of as much interest and value to the general traveling public as it is to the wheelmen.

The division has appropriated \$100 for the purchase of 100 of the Helping Hand signs, and they will be placed in position as soon as the riding season opens.

## GAY AND FRISKY 'FRISCOANS.

SAN FRANCISCO, CAL., Dec. 31.—The weather is still such that wheeling is almost an impossibility, and so there is always something new going on at the clubhouses for the entertainment of members. The Bay City Wheelmen gave an impromptu dance the other night that was much enjoyed by those present. Alfred Griffith and Harry Terrill, the wheelmen who have just returned from a trip to the Hawaiian Islands, are quite expert in some of the native dances, and added much to the pleasure of the evening.

Griffith and Terrill can not say too much about their treatment while visiting the islands. The Pacific Club, the largest club in Honolulu, entertained them royally, and though the boys were glad to get home, they say they shall always remember their kind hosts, the Pacifics, of Honolulu.

The proposed indoor bicycle tournament, to be held in this city late in February at the Mechanics' Pavilion (the largest hall in the city) is progressing slowly but surely. It is proposed to have a cycle show in connection with the tournament. From present indications though, it would appear that the scheme has sufficient financial backing to make it a success.

W. S. Maltby, the trick rider, arrived in town last week with his Keating, and has given several private exhibitions of his skill on the safety bicycle. Lawrence, another trick rider, is also in the city, and is in the employ of Mohrig & Morrill, who handle the Sterling, Phoenix, and Crawford line. Lawrence has created somewhat of a sensation by his daring feats on the front wheel of an ordinary bicycle. He is to appear on the stage of a local variety theater shortly.

Breckenridge and Waller, the stranded round-the-world bicyclists from Chicago, are still in the city, but expect to go to Australia on a sailing vessel next week. Since the exposure of the pair they have kept pretty well in the background, and do not enjoy the hospitality of the local clubs as they did before it became known that they came most of the way across the continent on railway passes.

## ZIEGLER'S INTENTIONS.

SAN JOSE, CAL., Dec. 27.—Otto Ziegler, Jr., has severed his connection with the Rambler team, and has become the star of the Falcon team. Ziegler signed a contract in this city with George Webb Alexander, who represents the Yost Mfg. Co. on this coast. In an interview today after the signing of the contract, the "little demon" said: "The reason I signed with the Falcon team is because it is a matter of business with me. I signed for the season at a large salary and expenses, and I can make extra money by using certain tires and saddles. If we stay in this city the Falcon team will go for records on the Garden City Cyclers' new cement track, now in course of construction, where I will try for all records up to five miles. If I do as good work during the coming season as I did last, I may turn professional in 1896, and have a trial against some of the foreign champions. The Falcon team will come to this state shortly to train for the big tournament at the Mechanics' Pavilion in San Francisco, that is if the proposed show takes place, if it does not take place the men will stay here until about April and ride at the California race meet."



## SYRACUSE RECOGNIZED AGAIN.

**A Member of the New York State Racing Board Selected From That Town—A Mysterious Indoor Track.**

SYRACUSE, N. Y., Jan. 7.—When Henry E. Ducker, of Buffalo, the newly-appointed chairman of the New York state racing board, made Capt. C. Edward Wood, of the Century Cycling Club, a member of the state racing board he caused no end of joy in the ranks of local wheelmen. Hendrick S. Holden, who heretofore held this position, is replaced by a wheelman who thoroughly understands the work in hand and who is admirably fitted for the position. Captain Wood was a staunch supporter of the Potter ticket in the last election, and this bit of honor is to recompense him for the labor performed in turning the local membership over to Potter. He is also a member of the record committee of the Century Road Club of America, and will do much to make both branches of this sport harmonize. It is common talk that the League's interests in New York state have been allowed to run down through ex-Chief Consul Luscomb's administration, as affairs in this city have shown. There are scarcely thirty members of the L. A. W. in Syracuse at the present period. No inducements have been held out to them to retain their membership and one by one they have dropped out until the miserable showing of the present time is a mar on the fair face of Syracuse's cycling interests. Wheeling here is of such prominence that the cyclers need such an organization as the League to act as an inspiration. They are willing to support it in every possible way and with Captain Wood at the head of the column the recruits will come in large numbers. It is prophesied that within one year the standing of members of the state division

### Will Increase 50 Per Cent.

There is no earthly reason why it should not and the L. A. W. bark with Chief Consul Isaac B. Potter at the helm will steer out of the storm of discontent where it has buffeted to and fro for three years into calmer waters and be saved. Syracuse will have 300 members in the League before another twelve months have passed.

In the village of Cortland, situated but thirty miles from this city, there is in the course of construction, a five-lap indoor track which will be the largest in the world when completed. Its details and projectors are still a secret, but it is understood that the Hotchkiss Wagon company, which also manufacture bicycles, is at the bottom of the concern. Why such

### An Immense Indoor Track

is located in such an obscure village is a mystery that has not been explained.

On January 22 the Syracuse basket ball team and that of the Y. M. C. A. gymnasium will meet in contest in Syracuse. The S. A. A. team is made up of a number of the club's fastest riders and it is said on authority that no exercise is equal to basket ball for improving the wind. It is for this reason that the cyclers have taken up with the sport and have already begun their preliminary work for next season's campaign.

The Syracuse *Standard* yesterday published cuts of the principal riders of Syracuse, and a brief description of how they won their first race. In speaking of C. Arthur Benjamin's advent in wheeling over a dozen years ago the *Standard* says:

"C. Arthur Benjamin, Old Ben, Art 'the war horse,' the happy-go-lucky manager of the L. C. Smith tire company, is still in the ring. Ever since the ludicrous high wheels made their appearance in this city Benjamin was the possessor of one. He used to climb hills with any of the boys, and when it came to a level they were not in it with him. One day in the summer of 1883, Benjamin got an idea into his head that he would blossom out as a full-fledged racing man. He had read of the prowess of the Murphy brothers, and a score of celebrated riders of that day and was convinced that his star would rise in that direction. It was a proud day for the 'boy wonder' when he donned his first pair of tights and hied himself to the old Tallman park for training purposes. He had a light fifty-four pound racer and with it he would astonish the world.

"Ben rode slowly back from the track the first day and the idea occurred to him that racing was not what it was cracked up to be. But he was courageous and stuck to his task. Flaming posters on a fence board informed him that a cycle meet would be held at Cortland and there would be a novice race in connection with the events. Would he attend? Well, would he? He guessed he would and made arrangements at once to take in the important event. It was not Ben's first attempt to win a race, but the chances there seemed brighter than anywhere else. With a merry heart he took the train on the all-important day and wondered on his way to the hotel from the station why people did not turn around and glance at him as they did after the Murphy brothers. But Ben was uninitiated. Well, he reached the track in due time to

### Limber Up Before the Novice.

"At last the moment came when he mounted his wheel and the starter fired his pistol as the signal. Away helter skelter the pack broke in the wild dash for the first 100 yards. In those days pacing was unheard of and it was every man for himself and the devil take the hindmost. The clip was an awful strain on Benjamin but he saw the other fellows in front weakening by the strain of the hot pace and he began to take heart. There was a big fellow about ten yards in front of him and another just as far in advance of that rider. At the half-mile post Benjamin felt that his limbs were made of lead and he wanted to quit. But the man in the lead was slowly

falling back and at the last quarter the sole representative of Syracuse had crept up five yards on him.

"The others had dropped to the rear. Then came the pump home for which Benjamin has long been celebrated. With bobbing head and the right leg kick which makes his riding appear laborious the 'boy wonder' put on all steam. At the 100-yard mark he was abreast of his rival and striving by every means to gain the lead. The result of the hard rides over the dusty roads of Onondaga county then began to make itself felt, for like a whirlwind Benjamin dashed in from the fifty-yard mark and landed first prize amid considerable enthusiasm. The time for that race was 3:14, but it was wonderful wheeling in those days, and Ben felt justly proud as he exhibited his gold medal in Syracuse the next day. In the scores of races in which the veteran in after days competed, he says that he never worked so hard for victory as in this instance, nor did he feel so proud over any victory. He has captured many prizes since that memorable day, but will always feel that no victory was so distinct as the mile novice race at Cortland so many years ago when he gained his first honors. He is riding Smith tires now, and says they are winners. Benjamin rides a Stearns wheel."

## WHEELMEN WIN THE FIGHT.

BALTIMORE, MD., Jan. 6.—The Trunk Line Association has thought better of its plans for taxing wheelmen for their machines when in transit, and it is the hope that the Central Traffic Association will soon repeal its orders for the charge of 25 cents for wheels in baggage cars.

"This matter illustrates the good of the League of American Wheelmen," said Chairman Mott during the week. "The campaign I have been carrying on has all been in the name of the wheelmen's organization, and I have the best of proof that that fact gave great weight to all my arguments. When the passenger agents received letters from me and knew that I was the mouth piece in the matter for all cyclers, they made haste so slowly that the Trunk Line has fallen back from its plans for charging, and I have hopes for the western roads. I calculate that the saving of the small tax on the eastern roads alone will mean the saving of thousands of dollars to cyclers and the opening up to them of many pleasant excursions that might, otherwise, have proven too costly." In the dealings with the railroads I have had with me heart and soul, one of the biggest railroads in the country—a road which is a most important member of both the Trunk Line and the Central Traffic Associations. I am not at liberty to disclose the identity of this great influence, but it has been largely due to it that the railroads have been kept at bay."

The great central thought with local wheelmen is whether or not it will be possible

### To Save the Park Cycle Track.

This is the track upon which so many notable events in the big circuit have been held. It is seriously involved now, but Chief Consul Arnold says he will lay before the next meeting of the board of officers, a plan which will tide over its difficulties. He will not state this plan now. It has been suggested that a popular subscription be started for the salvage of the track, and that committees be appointed to work up the clubs. It is calculated by the friends of this scheme, that if the track can once be gotten out of debt, it will be self-supporting. On this question there are both pessimists and optimists, and their voices are raised to the house tops. This good old conservative city will probably be the last in the country to permanently adopt bloomers for its women. When a bevy of the maidens of the Hallen & Hart company circled daily through Druid Hill park mounted on diamond framed wheels, it made the city's ears ring, and was the talk of the town. Since then several pairs of bloomers on women have been seen skimming through the parks and out the roads. Evidently the fashion is taking on, as several dealers have already booked orders for men's wheels to be ridden by their women patrons.

In the matter of

### Riding In Bloomers

the strong traditions of the south are strongly in evidence. So it was in the matter of women riding a bicycle. Baltimore has a strong southern cast because of the great influx of southern blood here after the war. Ideas have become instilled, which, if carried out to their logical conclusion, would make of the women here a rather idle, vain set, set upon a pedestal and worshiped. But the women are of an energetic type, and do not seem to want so elevated a position in the world. They are, in fact, willing to come off their perch. As soon as they discover that the wearing of bloomers is becoming so customary as not to be noticeable, there will probably be a rush for them, and Baltimore will no longer be behind in the race for bifurcated garments. During 1894 the women of Baltimore made a rush for the wheel, much to the delight of the dealers. There is every indication that the rush will continue in 1895 and that there will be a fair portion of bloomer.

Featherstone wheels are the only bicycles which have seen active military service, fifteen of them having been used in the field by the cycle corps of the Second Regiment during the great strike and boycott in Chicago last summer. This corps performed courier and patrol duty over railroad ties and tracks, without dismounting, and wheels could not be subjected to a severer test. The bicycles used by the corps will be shown on Saturday evening on the stage in the living pictures, with the corps fully equipped for the field.

W. A. Thompson, C. V. Dasey, and W. M. Staley, three Chicago men, will comprise the National Sewing Machine Co.'s team next year.



## NEW YORK ELECTS DELEGATES

**To the National Assembly—The Division has Every Promise of a Prosperous Year—A Winter Century Run.**

BUFFALO, N. Y., Jan. 7.—Secretary-treasurer W. S. Bull, of the New York Division, L. A. W., returned to Buffalo from New York last Tuesday, where he was in attendance at the semi-annual division meeting Saturday. This session was practically the beginning of the Potter-Underhill-Bull regime, although the officers took possession December 1. Inasmuch as the Potter ticket had no candidates for representatives except in the Brooklyn district. Most of the men elected belonged to the Luscomb faction. Therefore the session, as may need be imagined, was a heated one, and was practically a fight between Potter and Luscomb for the election of delegates to the National Assembly. As was to be expected, considerable wire pulling was done prior to the balloting, and when the smoke of battle had cleared away it was found that the so-called Santee gang had secured four out of the seven delegates, the remainder being distinctly Potter men. The adherents of the hayseed medico were R. G. Betts (otherwise Betsy B), J. J. Woods, W. M. Hoenig, and T. W. Neary. Dr. W. J. Parkwood, C. B. Benson, and Charles Schwalbach favor the present administration. By virtue of his office as president, Luscomb has a vote in the assembly, as does Charles F. Cossum, of Poughkeepsie, thus making six votes in all. It would therefore appear that the Santee faction would hold the balance of power as representing the state. But this is not the case. In addition to the three Potter delegates there is the vote of Mr. Potter himself, Vice-Consul Underhill, and Secretary-Treasurer Bull, as well as George R. Bidwell, being an ex-first vice-president of the League. This will bring the balance of power into the Potter camp, should there be

### A Split in the State Delegates

at the assembly. Mr. Bull thinks, however, that by the time of the meeting the delegation will be entirely harmonious. Regarding the future work of the division officers he said:

"We look forward to a successful and prosperous year, and expect to bring the division out of the slough of despond into which it has fallen. It will be our earnest endeavor to again place the state at the head of the list, and all efforts will be bent toward increasing the membership.

"The appointment of Henry E. Ducker, of this city, to the chairmanship of the state racing board has been received with many expressions of approval, and his selection has given universal satisfaction. Mr. Ducker's wide experience in racing matters and his practical ideas fit him for the place, and the interests of the state in this regard will receive the attention which they need in these days of many race meets.

"George D. Gideon, of Philadelphia, will undoubtedly be Mr. Raymond's successor to the chairmanship of the National Racing Board, and he is another man who is well equipped for such a trying position.

"For the presidency of the L. A. W. a most probable candidate now appears in A. C. Willison, of Maryland, the present first vice-president. His connection with the League has been highly creditable, and his worth is generally recognized. Those who attended the constitutional session during the L. A. W. meet at Niagara Falls in 1890 will remember Mr. Willison as being one of the chief debaters of the proposed changes, and his oratorical powers and logical arguments made him a most prominent figure.

"George A. Perkins, of Massachusetts, will probably be advanced from the second to the first vice-presidency, and a western man will undoubtedly fill the place made vacant by his advancement. George R. Bidwell, of New York, has been mentioned as

### "A Possible Candidate for the Treasurership,

but he will not make any effort to get the office. Mr. Mergenthaler, of Ohio, who was formerly chief consul of that state, seems a likely possibility.

"The L. A. W. will undoubtedly publish its own paper after the February meeting, and it will be given to its members free of charge, as it is an excellent argument for recruiting purposes. The League offices will undoubtedly be removed from Chicago to Boston, where they were before THE BEARINGS obtained the contract to furnish the paper to members."

No local centurions ventured to ride centuries on the eve of the new year, and several rural coroners waxed wrath at the loss of possible "cases." Yesterday, January 6, however, the feat was attempted and successfully performed by a hitherto unknown man. F. C. Christlick was the principal of the ride. He is an elderly enthusiast, and has ridden but two centuries in his life. He left Buffalo for Erie Saturday night, and left the little town up the lake at 8 o'clock Sunday morning. The roads were one mass of mud and slush, and the weather and air biting cold. Every kick on the pedals was an effort, and it required 1½ hours to cover the fifteen miles to North East, the first registering point. From North East to Westfield, twenty-two miles, the roads were in fair condition, and he reached the latter place at 12:25 o'clock, after having lost an hour at North East for breakfast. Three and three-quarter hours were required to traverse the next thirteen miles to Dunkirk. On this stretch the roads were simply fields of slush, and it was just 4:05 o'clock when he reached the above-mentioned place, thereby completing half his journey. From Dunkirk to Silver Creek, fourteen miles, the travel was rather easy, except in overcoming the notorious Silver Creek hill, which mountain was reached at 6:01 o'clock. Just two hours were required to do these fourteen miles. From Silver Creek to Angola, the three-quarter distance, the roads led over the Indian reservation, which is inundated at this time of the year, and

### Travel was Very Slow.

Christlick reached Buffalo at 11:15 o'clock Sunday night, and completed his

trip in just 15:15:00. His is the second century of the year, the first having been scored by a Syracuse rider in 9:30:00 from Syracuse to Utica and return, by traversing the ice-covered Erie canal. The rides, therefore, can not be compared, as the Buffalonian's was over, and through snowbanks, slush, and mud, and the Syracusean's over a level stretch of ice.

A love feast was indulged in between the members of the Ramblers B. C. and Press C. C., New Year's Day. It was a curious sight to see former sworn enemies locked arm in arm parading to the capacious punch bowl, and each striving to do honor to the other. The lion and the boar have buried the hatchet and peace will be forevermore.

## SPRINGFIELD ON WHEELS.

SPRINGFIELD, MASS., Jan. 5.—The cycling outlook for 1895 is a proper subject the first week of the year. As one looks ahead, it is not difficult to see that there are many, very many more promises for a successful season than ever before. The lower price of wheels will result in a much larger sale, distributing them more generally than ever before. This means a wider appreciation of wheeling as a recreation and a more general adoption in the way of business.

Springfield is all wheels now and an increase in the number in use will put the whole city on wheels. But if added health and a happier knowledge of nature follow, there is no room for complaint.

Business in all lines is improved, and there is no reason why bicycle dealers will not be better favored than ever. Already the show windows in the different agencies glitter with promises for this year, and pleasant assurances are given that the bicycle will minister more to the comfort and enjoyment of a rider in 1895 than ever before.

Said one enthusiastic wheelman: "I am even now planning the tours I am going to take this year. I believe that the average rider loses a good share of the benefits of wheeling because he doesn't take longer rides. I know the roads are bad, but after all they are not so bad from the wheel as they are to stand on the ground and look at them. Train yourself to pull over sandy places and dodge mudholes. You won't lose anything, and the exhilarating influences of being out doors will more than make up for the effort; I say take long tours."

Another young man, twenty-seven years old, who has more work than most any other of his age in Springfield, frequently putting in day and night for a long time, says: "I never rode a wheel to speak of, until last summer, but I found it the best method of rest I ever had. I have been so busy that I didn't feel as though I had time to devote to a wheel. But I was induced by my physician to try it and I wouldn't give it up any way now. It relieves 'that tired feeling' and chases away the blues caused by too close confinement to business. This summer I am going to cultivate my wheel, though for the life of me I don't see how, every possible moment being filled now. My message to every hustling business man is to get a wheel and steal away from cumbering care as often as possible. You won't regret it."

These two interviews represent the feeling of a large proportion of the devotees of the wheel. It is a growing feeling in this region, and will result in a marked increase in cycling this year.

Last Thursday night the club enjoyed a sleigh ride, wheels being now a back number, with a fine supper, seasoned with the best of good feeling afterwards. The club is in an exceedingly prosperous condition, but hasn't the membership it should have. It is understood, however, that a vigorous campaign will be opened in the spring, the efforts being directed toward increasing the membership.

Charles Culver, the well-known trainer, will marry Miss Mary A. Bond, of Westfield, Wednesday, January 9. The wedding will be a quiet home affair with no invited guests but relatives. All of Charlie's numerous friends will congratulate him upon his entrance into the ranks of the Benedicts.

A party from the Massasoit Club is at Otis enjoying the winter fishing and hunting a few days. Usually the club enjoys splendid success while there.

A. G. Greundler, manager of the Waverley agency, has been getting more than the usual amount of sport on the ice this winter. He took out the front wheel of his bicycle and fitted a triangular frame in its place, the lower face of the triangle being sharpened for use on the ice and provided with a broad, flat runner for use on the snow. He was able to distance the swiftest skater, and made things exceedingly interesting for some of the fleet horses on the upper course on the river.

A good many bicycles have been seen on the ice this winter, partly because it is good sport and partly because wheelmen begin to appreciate the enjoyment of a ride on the ice. It was amusing to see the new ones start in without softening their tires. The result was generally a softened head. The wind should be about half let out of the tires; then they will present a broader surface and save many tumbles. There is lots of sport, exhilarating sport, skimming over the ice as on the wings of the wind, and he who has never tried it has lost one of the enjoyments of wheeling.

At the adjourned annual meeting of the Massasoit club the treasurer reported receipts for the year of \$1,764 and expenditures of \$1,754. Assets amount to \$1,384 and liabilities \$279.

The secretary reported that fifty members had been admitted. The following committees were appointed: House, Albert Boedeker, G. E. Kingsbury, F. B. Chapmar, J. W. Cooper, G. C. Prouty; social, G. A. Campbell, S. P. Burns, Albert Boedeker, E. L. Taylor, Stephen Russell; literature, C. J. Bellamy, W. E. Craw, F. W. S. King. The club is prosperous and intends doing more this year than last.



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CINCINNATI, O. Burnett House. Palace House.	PHILA., PA. Bingham House. LaFayette House.	BUFFALO, N. Y. Genesee Hotel. Mansion House. Grand Union Hotel.	BOSTON, MASS. United States Hotel.

GEO. K. BARRETT, EDITOR.

**LENZ'S SITUATION.**

For quite a while articles of varying nature have circulated in the daily and cycle press relative to the whereabouts of Frank Lenz, the man sent by *Outing* to ride around the world, and speculation has been rife about probabilities and possibilities of his being alive or dead, sick, imprisoned or lost. He has not been heard of since last May, when he was in Persia. His friends, naturally worried to the point of distraction, have at last persuaded the magazine that sent him out to send a relief expedition after him. It seems a little strange that a magazine which undertook the task of sending a man to girdle the world should wait till practically forced to the issue, eight long months, before taking the first step toward finding out whether he is alive or dead. Some might be rude enough to say that it is inhuman, and if such a statement were made we are inclined to think that the public would agree with it. A vigorous attempt on the part of the magazine would surely result in government aid, as suggested by a contemporary, and that is what, above all things, is needed. We trust now that the publishers of *Outing* have been induced to move in the matter that they will follow it to the end.

**THE CHICAGO SHOW.**

At last the jury—the exhibitors—have brought in a verdict in the celebrated case of the Public and the Trade vs. the Chicago Cycle Show Management. It was a foregone conclusion that the case would be decided in favor of the show, and the verdict of the jury but emphasized general opinion. The jury sat on the case but a brief time, and the substance of the verdict returned is as follows: The Show Management has redeemed its every promise; the attendance of tradespeople and prospective tradespeople is unprecedented in the history of cycle exhibitions in this country; the management of the show was as nearly perfect as the most exacting could ask; the exhibits collectively, and, in most cases individually, were the best ever seen; the side attractions in the way of music and stage performances were far above the standard, and Chicago and the Chicago Cycle Show Management have fully demonstrated the fact that Chicago is the place for an annual cycle show if not for the annual cycle show.

Following up the verdict of the jury the management immediately began preparations for the Chicago Cycle Show for the season of 1896, and up to Thursday a very large proportion of the present exhibitors have made application for space at that show. The show will open on the 2d of December next, and the year of 1895 will see the unique spectacle of three, if not four big cycle shows. The future of the New York exhibition will depend largely on the showing made week after next. The future of the Chicago show is now settled beyond quibble.

**THE LEAGUE AFFAIRS.**

League affairs are in as sad a condition as ever. Luscomb, who has twice shown his ability to mismanage the greatest athletic organization in the world, will make a fight for the presidency again if he thinks he has a fighting chance. The *L. A. W. Bulletin* is still barred from passage through the United States mails as second-class matter except to *bona fide* subscribers, and the roll of members remains in the hospital. Next month,

will, however, see the retirement of Luscomb, for he has disgusted even his best friends. Willison and Perkins, of the present executive committee, are sure, and in all probability will be successful candidates for places on next year's ticket. Relieved of the Luscomb incubus, it is to be hoped that they will place the League on the footing on which it once stood, at least, if not on the footing where it might stand. There is no question that, by proper work, the *Bulletin* could be reinstated in the postoffice, and the membership increased to its former numbers. It is to be hoped that, in selecting the third member of the executive committee, the delegates to the National Assembly will for once forget politics and personal ambitions, and elect a man fit to be one of the big triumvirate worthy in every respect to fill the position. The bugaboo of "trade influence" stands in the way of League prosperity. Trade men are the best friends the League has. Ever ready with influence and pocketbooks to forward its interests, the trade is a "monster of such hideous mien" that it must, forsooth, be eternally barred from all League offices. Raymond, the best worker the League ever had, is now under the ban, more's the pity. We repeat, let the delegates to the National Assembly lay aside petty politics and personal ambitions, and elect the best men to the responsible offices, be they in the trade or not.

**ZIMMERMAN IN CHICAGO.**

It took a long time to induce Arthur Augustus Zimmerman to come to the Chicago show. He wanted to come, but some business plans interfered and he had decided to stay at home, but, after considerable persuasion on the part of THE BEARINGS' New York correspondent, Zim was finally headed toward Chicago, and before he could realize the fact, he was in the Windy City. He reached here Thursday morning, and was immediately hustled off to the show. The champion is the same old Zim of the amateur days; perhaps a little jollier, but still the good natured boy who has been the wheelmen's idol for years. He will stay in Chicago until Sunday, returning then to New York.

Zim will be a business man this year. He is now negotiating for the plant of the Raleigh Cycle Co., and if the deal goes through the Zimmerman Mfg. Co. will remove the plant to Freehold, N. J. Zim will do a little racing this year, if his plans do not miscarry. The King will imitate "Pye" Bliss this spring and a certain Miss Grace Reilly, of Troy, N. Y., will soon sign her name "Mrs. A. A. Zimmerman." About the first of July Mr. and Mrs. Zimmerman and Mr. and Mrs. McDermott will sail from San Francisco for Australia, where Zim will spend a year racing among the Australians.

Speaking of racing in America this summer, Zim said: "I do not wonder that professionalism has such a poor name in America. While I do not set myself up as being better than the others, I must say that the class of riders in the American professional ranks, with a few exceptions, can not compare with that of Europe. No, sir; I would not ride in America at any cash-prize association races for \$100 a day; no, not even for a guarantee of \$50,000 for the year. I consider my reputation as a gentleman worth more than that."

Wheeler will leave the United States for Paris about March 1, going direct to the French metropolis, where he will train for the season's races. It is quite possible that Geo. Banker will go over on the same boat as Wheeler, the best of feeling existing between these two. One thing on which Harry is decided, and that is that he will take no one along to train or manage him. He believes such expenses unnecessary, especially when he is paying his own way.

**Story of a Cycling Word.**

The English cycling papers are saying that Lady Colin Campbell has coined a new word for her bicycle. She calls it "biquette." Lady Colin Campbell may be original enough, so far as she goes, but this word is by no means a new word. We remember years ago, when cycling was young, when the L. A. W. had but some 8,000 members, that the word "biquette" was used extensively in cycling literature. It was not, however, used as correctly, etymologically, as it is now used by the Englishwoman. The father of the word in those days sought by its coinage to designate a banquet attended only by cyclists. At that time we called attention to the fact that the word was good, but was not properly used and suggested that it be applied to the little cycle that was just then coming into use. "Biquette" is a combination of Greek and French, and means, derivatively "a little two" or "pair." The termination "quet" in "banquet" is carried by the first syllable on "banque," the meaning of which as applied to a dinner is clear. The early cycling coiners were therefore not well up in their etymology and "biquette" as applied to a cycling dinner was doomed to failure and extinction. It has now been revived on the right lines and will probably survive awhile. But its use is now necessarily weak as cycles are all of a uniform size. We can see, however, how it might aptly be applied to the cycles used by boys and little girls. Should it ever find that level it will stick, for that is exactly where it belongs.

John J. Prial, advertising manager of the *Wheel*, met with a very unfortunate accident on Tuesday. While going to the press-room, he ran into a carpenter who was carrying a chisel carelessly held straight out in front of him. Mr. Prial was struck between two fingers, his hand cut open for a space of 1 1/4 inches. He was taken to a doctor, eight stitches being required to sew up the cut, and he fainted in the chair.



## TO LOOK FOR LENZ.

**Robert Bruce Will Head the Relief Expedition—Result of the Government's Search in Persia.**

BOSTON, MASS., Jan. 7.—Robert Bruce, of *Bicycling World*, has just made arrangements with *Outing* to start immediately on a relief expedition for Lenz. It will be remembered that Bruce accompanied Lenz for 2,000 miles when he started from New York in 1892. He will start within a fortnight from New York for Havre, and from there by the most direct route to Constantinople. He hopes to reach there within two weeks from Havre. Here he will be furnished with guides or missionaries who know the country, and they will proceed from there by steamer to Batoum on the southern coast of the Black Sea, thence southward toward Erzeroum where Lenz was last heard from. From there they will work on wheels back toward Bayazid near where he is supposed to have been lost. Bruce will provide himself with a water-proof case in which he will carry photographs of Lenz taken in all possible ways and positions.

### No Trace of Lenz.

WASHINGTON, D. C., Jan. 4.—Assistant Secretary Uhl, of the state department, has received a cablegram from John Tyler, United States vice-consul general at Teheran, Persia, in reference to the disappearance of Frank Lenz. He acknowledges the receipt of instructions to investigate

treatment and careful attention, is very apt to develop difficult and dangerous symptoms, which rapidly prove fatal.

"I hope in this case nothing of the kind has happened, and most of Mr. Lenz's acquaintances here think it unlikely, and hint that it is possible he may have fallen into the hands of and been held by brigands. As Mr. Lenz reached Erzeroum about the end of May, and consequently had left Persian territory, I hardly know what more I can do, except to continue my inquiries. As other people here are interested in his safety, his friends may rest quite assured that no means will be neglected, which might bring to light his present position."

## BADGERS AFTER RECORDS.

MILWAUKEE, WIS., Jan. 7.—Harry Crocker and Edward Roth, of this city, will make a tour of the state next season for the Telegram company, and will go for state records. They will both get into condition early and are already devoting much of their spare time to skating prior to active training. A special tandem has been built for them, and when they are in condition both believe that they will have no trouble in smashing some of the records published in *THE BEARINGS* last week. The tandem is also to be used to set a pace when Roth attempts to lower the 100-mile record over Whitefish Bay road. The trial was to have been made several months ago, but the weather was not favorable. The record is now held by A. A. Han-



the matter, and says that it had been previously brought to his attention. Inspired by motives of friendship and humanity, and being aware of the difficulties and dangers of the road which Lenz is supposed to have taken, the vice-consul general says he had already made every possible inquiry at Teheran and at Tabriz, where Mr. Lenz was last seen by Americans and Europeans in Persia. To his regret, however, he failed to obtain any news of him beyond that he had got safely out of Persia, and had reached the Turkish town of Erzeroum, in Asia Minor.

"In view of the fact that Mr. Lenz's further progress toward Constantinople," says Mr. Tyler, "would be through or near the town of Sivar, I wrote to the United States consul at that place, asking him to make inquiries on the subject and report the result to the department. I have no doubt this was done, although I have received no reply to my communication. In the meantime, other people as well as myself have given every possible attention to the subject, and have neglected no means whatever, within our power, both by telegraph and letters, to ascertain the cause of Mr. Lenz's silence.

"When he was in Teheran he had a rather severe attack of malarial fever, but he left in comparatively good health and spirits, and reached Tabriz in safety. Although no immediate danger ever need be apprehended from attacks of this complaint, and to those who are acquainted with its course it can be removed by ordinary simple remedies, it is not infrequently the forerunner of typhoid fever, which, without proper medical

son, of Minneapolis, in 5:03:00. The Andrae company also will probably put a state team of riders on the track, and several special racers are now being built by the company. The firm is not ready to announce who the riders will be, but it is understood that their men have already been picked.

At the annual election of officers of the North Side Club last week, the following officers were elected: President, A. C. Runkel; vice-president, Louis Pierron; corresponding secretary, W. E. Yahn; financial secretary, H. J. Heller; captain, Emil Kuehn; treasurer, Henry J. Otto; first lieutenant, George Krantz; second lieutenant, Otto J. Tank; directors, A. Bunke G. Aussem, Charles Haisch, and J. E. Reiter. The annual reports of the club showed that it is in a prosperous condition. During the past year the club moved into its new clubhouse on Reservoir Avenue, and now it has one of the handsomest homes in the city.

The annual meeting of the Milwaukee Wheelmen will be held at the club's quarters in the Loan & Trust Building, on January 14. Frank J. Morawetz, a popular and hustling wheelman, is being boomed for president and will probably be elected. The club's annual pool tourney is now in progress and is attracting much attention.

C. C. Murray, of the March-Davis Cycle Co., has just returned from the Pacific Coast, having made a thorough canvass of the western trade, and is satisfied that the volume of bicycle business in that section for the coming year will be double that of any previous year.



## DISAPPOINTED THE QUAKERS.

**The Weather Man Spoils Their New Year's Celebration—What Is Going on in Philadelphia.**

PHILADELPHIA, Pa., Jan. 6.—Cold chilling weather and streets covered with ice and snow have been the cause of many bicycles remaining in the racks during the Christmas holidays. The usual custom of New Year's club runs was abandoned, the streets being unfit for riding. The Time Wheelmen had prepared a special programme for the celebration of the new year, and it was their intention to mask and compete for prizes offered by the merchants in this city. The cyclers were not a little disappointed at the kind of weather Chief Dunwoody fixed up for them, so, while the horsemen made merry with their sleighs, they sought other amusements in the warm parlors of the clubhouse.

The week has been a very dull one for the wheelmen. Outside of a few parties, dances and smokers, there has been nothing going on. Open house prevailed on New Year's Day at many of the clubhouses in celebration of the advent of the new year. The Time, Wissahickon, Century, Quaker City, Pennsylvania, South End, South West, Wayne, Pilot, and Golden Eagle Wheelmen were among those who threw open their doors and welcomed a large number of visitors.

A meeting for the purpose of organizing a Press Cycle Club has been called for next Wednesday night at the clubhouse of the Alpha Wheelmen. Already a large number of riders connected with the newspaper profession have signified a willingness to join. It is proposed to organize the club on the same basis as those of New York, Boston, and other large cities.

The annual election of officers of the Stockton Wheelmen, of Camden County, N. J., took place on Thursday night and resulted as follows: President, Jonas Shaw; vice-president, John B. Jones; recording-secretary, John E. Cullingford; financial secretary, Charles P. Johnson; treasurer, Harry Kahler; captain, W. J. Ourid; trustees, D. Soule, Thomas Richards, George Marion, Walter Hubbs, and Albert Piersol; reporters, J. E. Cullingford, Edward Ourid, and Adolph Booth.

### The Members of the "Thirteen" Club,

an organization connected with the Quaker City Wheelmen, were the guests of ex-Captain Artman on Wednesday night at a theater party and banquet. The membership of this quaint club is restricted to thirteen, and is composed of the three road officers ex-officio, and ten men who have attended the largest number of club runs during the year. Now, however, there are fourteen members, two having been tied for last place in the club run competition. After enjoying the performance at the South Broad Street Theater the party adjourned to Boothby's restaurant in Chestnut Street, where for two or three hours good fellowship and conviviality reigned supreme. Many impromptu speeches were made, during the course of which Captain Artman was thanked for his generous hospitality.

A good-natured party surrounded the festive board of one of the up-town restaurants on New Year's eve. It was the occasion of the annual banquet of the Park Avenue Wheelmen and a large number of members and invited guests were in attendance. Among the guests present were C. C. Morgan, of New York, L. C. Dougherty and Dr. Smith, of Millville, N. J., and Bart Keyser, Albert Bockius, Wesley Wharton, and John J. Krout, of this city. O. S. Bunnell, president of the club, acted in the capacity of toast master and commenced the speech making with an address entitled "the Old and the New," which was received with hearty bursts of applause. He was followed by C. C. Morgan, of New York, who made a neat address on

### "The Hospitality of Philadelphians."

Others who responded were Herbert Bilyeu, of the Overman Wheel Co., John J. Grout, Bart Keyser, L. C. Dougherty, G. W. Pierson, William Calver, F. F. Hatcher, Harry Simmons, and T. C. Nicely.

The Park Avenue Wheelmen will hold their annual election of officers next Monday night. There will be practically no opposition for any of the offices with the exception of the captaincy, for which position there are three candidates. The officers nominated are as follows: President, O. S. Bunnell; vice president, T. W. Pierson; treasurer, John R. Kendrick, Jr.; recording secretary, E. W. Bair; financial secretary, W. Murtha; captain, H. S. Simmons, H. Haugh and H. Pyle; directors, J. D. Stafford, G. Pierson, Charles Oakford and John R. Kendrick, Jr.

Harry Longbottom, a member of the Columbia Cyclers, demonstrated his bravery on Tuesday night by preventing what was surely an attempt at highway robbery. On the night aforesaid mentioned, he in company with a party of friends was returning from a sleigh ride. A number of other friends were in a sleigh just ahead of him. When near the corner of Broad Street and Alleghany Avenue a man ran into the street and attacked the party in the first sleigh. Mr. Longbottom witnessed this act and whipping up his horse was soon upon the highwayman. He jumped from one sleigh into the other, grabbed the man by the throat and wrenched a big revolver from him, with which the desperado was intent on doing damage. Longbottom

### Gave Him a Good Thrashing

and let him go.

The Century Wheelmen held their annual election of officers on Friday night which resulted as follows: President, Thomas Hare; vice-president, Walter A. Bailey; treasurer, W. G. Speier; secretary, J. Walter Maull; captain, Alfred H. Allen; board of directors, Thomas M. Hahn, Charles T. Harrop, Charles A. Cabrera, Owen T. Lally, James Corrigna, Charles McGlathery, Jacob C. Schaut, Fred A. Havens, W. F. Weigner, and L. V.

Leach. One of the most interesting subjects brought before the meeting was the proposed tour through Europe. Nearly a score of members gave positive assurance that they would take this trip and it is thought that the party will be doubled before long. The trip is to last two months and will cost in the neighborhood of \$300.

The following are the officers elected by the Golden Eagle Wheelmen at their annual meeting on Friday night: President, Samuel C. Myers; vice-president, George Graff; recording secretary, Frank A. Nicholson; financial secretary, George Miller; treasurer, John Y. Daniels; captain, Alonzo Chancellor; board of directors, H. Weidenbacher, R. Lawton, D. Cobb, A. Chancellor, and George Weigner; membership committee, Samuel C. Myers, George Weigner, and J. E. McDowell.

## WILL INVADE MEXICO.

A party of American racing men will invade Mexico during January, February, March, and April under the management of F. Ed. Spooner, and under the auspices of the cycling clubs of Mexico, and Roberts and Pomeroy, the leading cycle agents of the republic. In the party will be five racing men, L. D. Cabanne, St. Louis, Dr. A. I. Brown, Cleveland, Louis A. Callahan, Buffalo, A. J. Nicolet, Chicago, and Ed. F. Leonert, Buffalo. Frank Lyman will train the party. Mrs. F. Ed. Spooner and four-year-old son, and Mrs. Frank Fanning, of Chicago, will also be of the party. The latter goes on a health-seeking trip.

All of the racing men with the exception of Nicolet are record holders. Nicolet will act as photographer, and will also show the Mexican riders a bit of trick riding. "Nic" rides a half-mile on the rear wheel of his safety in 1:20. The party of nine leaves Chicago Sunday next at 1:35 p. m., and arrives in New Orleans Monday evening. Here a day and one half will be spent. Then comes a day's ride to San Antonio, Texas, where, after an hour's rest, the trip will be continued to Laredo, another day's journey. In Laredo,

### The New Track Will Be Opened

with a two days' race meet. Leaving Laredo there is a two days' trip through historic old Mexico to the City of Mexico, where the party arrives Tuesday, Jan. 22. The following day is a grand holiday in the republic in honor of the king of Spain.

The city of Mexico has lately constructed large athletic grounds at an expense of \$25,000, and a part of these grounds is a modern one-third-mile bicycle track. This was built under the supervision of Jimmy Levy, the Chicago racing man, whose prison striped racing suit made him a conspicuous figure on the track last year, and who has been in Mexico for three months preparing the way for this trip, and superintending the improvement of the tracks.

Durango, Pueblo, and Guadalajara are points that will be made in a week's trip from the City of Mexico. San Luis Potosi, Monterey, and other points of interest will be visited. In all of these cities there is a first-class track, and a cycling club. Each town turns out thousands to see the Mexican champions ride and should double that number with

### The American Team as an Attraction.

El Paso, Texas, will be visited on the return trip and the new track at that city will be opened with a week's racing. It is not at all improbable that a Texas circuit will be arranged for the party.

In the City of Mexico a month will be spent, for the trip is not altogether work. The Mexicans are already very enthusiastic over the coming invasion and have prepared receptions, balls, excursions by wheel and train and a general good time. The opal mines will be visited. There will be no let-up in the ceaseless round of work and pleasure. A reception committee meets the party at the border and continues with it throughout its long journey in Mexican territory.

### The Motor Cycle.

During our short stay in Paris last week, we were invited by H. O. Duncan, of the new firm of Duncan, Suberbie & Co., to travel out to the Cafe Gilet, beyond the Porte Maillot, to witness a test of one of the Hildebrand & Wolfmuller motor cycles. Visitors to the National Show will recall the quaint-looking cycle exhibited on Holter & Hartmann's stand in the tire section, but when we examined it there we did not imagine we were so soon to see it running or give it a personal trial upon the road. A well-dressed crowd of quite a hundred people were present at the time appointed, and the somewhat cumbrous machine was led out into the road, buzzing and humming in a fierce manner, for Duncan to demonstrate its possibilities. After the latter gentleman had been carried up and down the road for some time at a speed of about twelve to thirteen miles an hour, we were invited to take his place. This we did, and rode the machine for a quarter of a mile or so. The effect of the experiment was to somewhat revolutionize the opinions we had previously held with regard to cycle motors, and to incline to the idea that the future may hold something approaching perfection in the shape of motor cycles for those who may require and can afford them. We contemplated steerage difficulties, but found absolutely none, the machine answering its helm as readily as any safety we had ever ridden. The cycle motor in question is practically the experimental machine, but in the course of the next few months it is to be entirely remodeled by Mr. Pullinger, who is now employed by Messrs. D. & S. for the purpose.—*The Cyclist*.

The Indianapolis Rubber Co. are now running their factory 18 hours a day and are preparing to run all night.



# SELECTION OF STOCK.



Anybody can build a bicycle and call it high-grade, but how will it compare with a really and truly high-grade machine that is built as much with brains as steel? How many of the new concerns in this country know how much care is taken in the selection of the stock used in bicycles of the HIGHEST GRADE? What do they know of the requirements of the stock for various parts of a bicycle, to say nothing of their ability to select the right stock even after the requirements are made plain? How shall the manufacturer, who buys more than one-half his parts outside, be able to determine whether his machine is high-grade or not? It is only by making every separate part under his own roof that any maker can come out with a flat-footed assertion regarding the grade of his production and be sure he is right.

The *Waverley* is made from stock selected with the utmost care by men with years of experience in practical bicycle building, combined with a practical knowledge of steel. Ask the next traveling man that approaches you with a new wheel who makes their forgings. We make OURS in our own factory and the steel from which they are dropped is so carefully selected that every SINGLE INGOT is analyzed before it is used.

No stone is left unturned to make the *Waverley* what it is.

THE HIGHEST OF ALL HIGH GRADES.

CATALOGUE FREE.

INDIANA BICYCLE CO., INDIANAPOLIS, IND., U. S. A.



## 'Twas Real Romantic.

### Two Milwaukee Racing Men Make an Adventurous Journey to New Orleans—Incidents of the Trip.

MILWAUKEE, WIS., Jan. 7.—Somewhere down in the wilds of Mexico a lone wheelman is wearily pedaling his way toward the City of Mexico. When he arrives there he will have ridden that same wheel over 2,000 miles on one continuous journey. His name is Charles Knudson, a popular young member of the Mercury Club of this city. He has only pleasure in view in making the trip.

Last summer while a number of the members of the Mercury Club were sitting in their clubrooms on the South Side, discussion drifted into the subject of long trips on wheels. Somebody thought that a trip to Mexico on a bicycle would not only be novel but romantic and exciting. In the party were John F. Reitzner and Charles Knudson, two of the best riders of the club. They agreed with the members present at the discussion that such a trip would afford those who undertook it much pleasure. The more they talked about the trip the more fascinating it became. After a discussion of an hour, Reitzner and Knudson surprised their fellow club members by telling them that they would make the trip in the fall.

The proposed journey was arranged and while the riders were getting ready for it, it was circulated about that they would never get further than Chicago. Reitzner and Knudson said nothing but continued with their preparations. On October 18 last, they mounted their wheels and bid their friends on the South Side farewell. Each carried a large revolver, a few blankets and clothes. The package was so folded that it was easily deposited in the frame of the wheel. There was no great display when the riders departed and they wished none.

They proceeded direct to Chicago where they arrived the same day. They

#### Found the Roads in Good Condition

and were in high spirits when they arrived in the Windy city. From there they cut into Indiana, where the roads were far from passable. The average number of miles traveled per day by the riders was about sixty. While in the north they had little trouble in reaching towns at night, and the many wheelmen that they met were only too glad to help them along, although they had plenty of money to pay for their meals and lodging. After acquainting themselves with the best roads to follow in going south, the two Milwaukeeans cut south into Kentucky. And there is where they began to notice a change in the situation.

Wheelmen began to be less numerous, although they had no trouble in finding some. All were delighted to meet their northern friends when they were informed of the mission that they were on. As they rode through the southern streets, they attracted considerable attention. That they were not southerners was easily discernible. Their luggage told the story of their long tour and many questions were asked them as they proceeded from town to town, stopping occasionally in a farm house to buy a meal and get instructions as to the best roads to follow. But the riders had not yet learned what they would be subjected to, before they got to the end of their journey.

The state of Tennessee was next entered. The further south they went the worse became the condition of the roads. The land became swampy and in some places it was utterly impossible to make any progress on a wheel. Riders were now scarce and little wonder, for there was

#### No Sport In Riding on Such Roads.

But the northerners were used to hard work and kept on pedaling until one day they concluded to adopt new tactics. They then struck out on the railroad track and along this they rode for a number of miles, until they struck a snag. The land became swampy and progress was impossible. Many a rider would have despaired and turned his back to the south, but not Knudson and Reitzner. They smiled at their predicament, dismounted and set out afoot pulling their wheels behind them. In this way a whole day was spent and when the sun set on them that night, they had traversed twenty-five miles of railroad ties.

The Milwaukeeans were not at all particular as to where they slept. Many nights were spent outdoors in a field with nothing but the southern skies to cover them. At times they slept with farmers whom they entertained with the story of their trip. In all places they were treated with real southern hospitality and not one person was met against whom criticism could be hurled. Through Tennessee dragged the riders and then Alabama was reached. Here they say numerous plantations and were given a royal welcome at all places they stopped at. It was in this state that the boys got their first insight of southern life and as they rolled along the southern roads, many a darkey stopped his work in the field to watch the riders until they disappeared from sight. They had not traveled very far, before they struck a part of the state that is mountainous. The scenery was grand, though travel in the region was somewhat tedious. It was on a night after

#### They Had Had a Hard Day's Riding,

that they began to look around for a place to rest. The darkness was overtaking them, and the nearest village was some miles away. They were just going down the incline of a long hill, when one of them spied a log hut. The windows were nailed over with boards, but on peering through the cracks, they saw that the house was furnished. In Milwaukee, Reitzner and Knudson bear a good reputation at police headquarters, but in this case, they did not hesitate to commit burglary. The boards were torn off one window, and the boys then entered. They found that the furniture had been packed, and

from all appearance the former occupants of the house evidently intended to leave the farm. A bed was prepared and the riders then proceeded to make a meal, using some of the utensils that were packed away. They then retired and awoke the next morning feeling as fresh as larks. A hasty breakfast was prepared, and then preparations were made to resume the trip. But before they left, the kitchen utensils were replaced as they had been found, and so as not to excite any alarm in case the owners of the chattels discovered that the place had occupants during the night, the boys left a note on the table explaining who they were and what they had done. They closed their letter with many thanks, and then nailed up the windows as they had been before the wheelmen found the cottage. At the next town they made inquiries and learned that the family that occupied the hut was about to move out of the state.

In Mississippi the travelers met the owner of a large sugar refinery and when he heard of the tour that they were on, he became enthusiastic and forgot that he

#### Was Prejudiced Against Northerners.

He extended them every possible courtesy and took them through his refinery and plantation. Poor roads continued to predominate and when they had traveled through the state and traversed Louisiana and reached New Orleans, they felt relieved, but did not regret that they had ever started on the tour. They spent a number of days together in New Orleans, visiting the various clubs in the city and seeing all the historic sights. Knudson became so impressed with the place that he concluded to remain there for several weeks.

Reitzner's time was limited, however, so they separated. Reitzner traversed the remainder of the state without any adventure, but the interest in the trip began to wane because, he had no companion. He reached Texas, however, and stopped at a number of cities along the coast. And here is where he had real excitement and where his gun came in handy. The roads were impassable and most of the distance was being traveled over railroad tracks. While en route between Houston and Galveston late one afternoon, he saw a mile ahead of him a large fire beside a track. Around it were from twenty to thirty men, but Reitzner never suspected the danger he was running into and kept right on. He was congratulating himself on the prospects of a social chat and a rest when he came up to the campers. But the nearer he drew the more a dread developed unconsciously. When he was less than a hundred yards away he realized that he had struck a gang of tramps and so he got ready for business. Reitzner made up his mind that he

#### Would not Show the White Feather

and run back. He went straight ahead minding his own business until opposite the party of hoboos, who had been watching his approach with interest. Then one burly ruffian, who seemed to be the leader, ordered the gang to charge on the lone wheelman and take away his bicycle. Reitzner had heard of how they do business with guns in Texas, so he concluded to try the game. He whipped out his pistol with a flash, and dismounting he stood before his wheel and politely but firmly informed the leader that he was not looking for trouble, but that he proposed to protect himself and his property. They laughed at him, but when he raised his revolver and threatened to fire, the gang turned and retreated. The traveler then remounted and resumed his journey unmolested.

At Galveston Reitzner was asked to ride in a road race, which he probably would have won, but the prizes that were hung up were of such little value that he refused to enter. He visited several other cities and finally arrived at San Antonio, Tex., where he ended his trip. He took a train home and arrived here several weeks ago.

Knudson all this time remained in New Orleans. He has been heard of since, and is now on his way to the city of Mexico, where he will probably spend the winter. When last heard of he had reached Mexican soil, and was progressing nicely.

John F. Reitzner is twenty-three years of age, of a very quite disposition, and is one of the speediest road riders in the state. He has won first time prize in a number of large road races, and last year won second time in the Waukesha race. He is one of the partners of the Reitzner & Wick Cycle Co., and has a large acquaintance in the city, especially in wheelmen circles, Charles Knudson is a pattern maker of about the same age, and is a member of the Mercury Club. He also is considered a fast rider.

#### MYRTLE HOPKINS' FUND.

Those in attendance at the cycle show should not forget poor maimed Myrtle Hopkins, who was run over several months ago by the rich man and his tandem team. The fund has now reached the sum of \$709.57. Those contributing the past week were: H. E. West, Ft. Scott, Kas., \$1; Chas. Gardiner, Ft. Scott, Kas., \$1; Chas. Perriman, Ft. Scott, Kas., \$1; F. E. McCreary, Ft. Scott, Kas., \$1; Jas. E. Dobbins, Troy, Pa., \$1; Minneapolis Cycle Club, Minneapolis, Minn., \$3; Dick Strubel, Detroit, Mich., 25 cents; L. Benedict, San Antonio, Texas, 50 cents; W. E. Roach, San Antonio, Texas, \$1; Sam Lawyer, San Antonio, Texas, \$1; J. M. Oppenheimer, San Antonio, Texas, 50 cents; Arthur Axtell, San Antonio, Texas, 50 cents; E. E. Mueller, Gunnison, Colo., 50 cents; W. E. Peck, Gunnison, Colo., 50 cents; John Gordon, Gunnison, Colo., 50 cents; L. P. Dorman, Galesburg, Ill., \$1.

The Bidwell-Tinkham Cycle Co. write that they made a mistake in their ad last week when they stated that their twenty-seven-pound wheel weighed twenty-eight, and the twenty-eight-pound wheel thirty.



# TWICE AS GOOD AS OTHER TIRES!

## Class B—Paced. Standing.

No.	Miles.	Time.	Name.	Place.	Date.
1	6	13:46	F. J. Titus, Springfield, Sept. 13, 1894		
2	7	15:57	"	"	"
3	8	18:15 <sup>3</sup> / <sub>8</sub>	"	"	"
4	9	20:27 <sup>2</sup> / <sub>8</sub>	"	"	"
5	10	22:45	"	"	"
6	11	24:59	"	"	"
7	12	27:18	"	"	"
8	13	29:33 <sup>1</sup> / <sub>8</sub>	"	"	"
9	14	31:50 <sup>4</sup> / <sub>8</sub>	"	"	"
10	15	34:10 <sup>3</sup> / <sub>8</sub>	"	"	"
11	16	36:19	"	"	"
12	17	38:31	"	"	"
13	18	40:43 <sup>2</sup> / <sub>8</sub>	"	"	"
14	19	42:56 <sup>2</sup> / <sub>8</sub>	"	"	"
15	20	45:08 <sup>3</sup> / <sub>8</sub>	"	"	"
16	21	47:21	"	"	"
17	22	49:26 <sup>3</sup> / <sub>8</sub>	"	"	"
18	23	51:38	"	"	"
19	24	53:54	"	"	"
20	25	56:04	"	"	"
21	26	58:15	"	"	"

## Class B—Unpaced. Flying.

No.	Miles.	Time.	Name.	Place.	Date.
22	1-4	:25	Cabanne, Decatur, Oct. 28, 1894		
23	2-3	1:24	Sanger, Waltham, July 17, 1894		
24	1	2:07 <sup>1</sup> / <sub>8</sub>	Sanger, Springfield, Sept. 12, 1894		

## Class B—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
25	1-4	:28 <sup>3</sup> / <sub>8</sub>	Brown, Decatur, Oct. 13, 1894		
26	1	2:08 <sup>1</sup> / <sub>8</sub>	Sanger (Hand), Springfield, Sept., 1893		
27	4	9:47 <sup>1</sup> / <sub>8</sub>	Titus, Lafayette, July 30, 1894		
28	5	12:19 <sup>1</sup> / <sub>8</sub>	"		
29	6	15:31 <sup>1</sup> / <sub>8</sub>	"		
30	7	18:02	"		
31	9	23:10 <sup>3</sup> / <sub>8</sub>	"		
32	10	25:45	Sanger, Cleveland, July 21, 1894		

## Class B—Tandem, Unpaced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
33	1-4	:24 <sup>1</sup> / <sub>8</sub>	Rigby & Johnson, Decatur, Oct. 31, 1894		
34	1-3	:32 <sup>4</sup> / <sub>8</sub>	Bernhardt & Goetz, Decatur, Oct. 26, 1894		
35	2-3	1:15 <sup>4</sup> / <sub>8</sub>	Titus & Cabanne, Denver, Aug. 17, 1894		
36	3-4	1:36	"		
37	1	1:56 <sup>4</sup> / <sub>8</sub>	"		

## Class B—Tandem, Paced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
38	1-4	:23	Rigby & Johnson, Decatur, Oct. 28, 1894		
39	1-3	:31 <sup>3</sup> / <sub>8</sub>	Bernhardt & Goetz, Decatur, Oct. 30, 1894		
40	2-3	1:12	Callahan brothers, Waltham, Sept. 21, 1894		
41	1	1:52 <sup>4</sup> / <sub>8</sub>	Titus & Cabanne, Minn'polis Aug. 10, 1894		

## Class A—Paced. Standing.

No.	Miles.	Time.	Name.	Place.	Date.
42	1-2	:59	Porter, Waltham, Oct. 20, 1894		
43	2-3	1:18 <sup>2</sup> / <sub>8</sub>	"		
44	3-4	1:28 <sup>3</sup> / <sub>8</sub>	"		
45	1	1:58 <sup>1</sup> / <sub>8</sub>	"		
46	6	13:43	Meintjes, Springfield, Sept. 14, 1893		
47	7	16:05 <sup>4</sup> / <sub>8</sub>	"		
48	8	18:26 <sup>1</sup> / <sub>8</sub>	"		
49	9	20:46 <sup>3</sup> / <sub>8</sub>	"		
50	10	23:04 <sup>3</sup> / <sub>8</sub>	"		
51	11	25:26	"		
52	12	27:43 <sup>2</sup> / <sub>8</sub>	"		
53	13	30:03 <sup>1</sup> / <sub>8</sub>	"		
54	14	32:19	"		
55	15	34:37	"		
56	16	36:54	"		
57	17	39:11	"		
58	18	41:31 <sup>1</sup> / <sub>8</sub>	"		
59	19	43:50 <sup>1</sup> / <sub>8</sub>	"		
60	20	46:07	"		
61	21	48:27	"		
62	22	50:46 <sup>2</sup> / <sub>8</sub>	"		
63	23	53:04 <sup>1</sup> / <sub>8</sub>	"		
64	24	55:22 <sup>1</sup> / <sub>8</sub>	"		
65	25	57:40 <sup>3</sup> / <sub>8</sub>	"		
66	26	59:52 <sup>1</sup> / <sub>8</sub>	"		

## Class A—Flying Start, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
67	1-4	:25 <sup>1</sup> / <sub>8</sub>	Porter, Waltham, Nov. 2, 1894		
68	1-3	:34 <sup>4</sup> / <sub>8</sub>	"		
69	1-2	:53	"		
70	2-3	1:15	"		
71	3-4	1:24	"		
72	1	1:52 <sup>3</sup> / <sub>8</sub>	"		

## Class A—Unpaced Records, Standing Start.

No.	Miles.	Time.	Name.	Place.	Date.
73	1-2	1:03 <sup>2</sup> / <sub>8</sub>	Jenny, Oneonto, Aug. 8, 1894		
74	1	2:16 <sup>4</sup> / <sub>8</sub>	L. A. Callahan, Denver, Aug. 18, 1894		

## Class A—Unpaced Records, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
75	2	4:55 <sup>1</sup> / <sub>8</sub>	Porter, Waltham, Sept. 27, 1894		
76	3	7:28 <sup>2</sup> / <sub>8</sub>	Senn, Utica, Oct. 19, 1894		
77	4	10:04	Senn, Utica, Oct. 20, 1894		
78	5	11:26	Coffin, Newark, Nov. 5, 1894		
79	10	25:25	Senn, Utica, Oct. 23, 1894		
80	25	1:05:30	Senn, Utica, Oct. 23, 1894		



# 157 RECORDS!

All on PALMER'S

# 131

# OF THESE ARE WORLD'S RECORDS!

We do not split distances above the mile, as these are not recognized by the L. A. W.

PALMER  
PNEUMATIC  
TIRE CO.,  
CHICAGO.

## Class A Records—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
81	1-4	:27 <sup>1</sup> / <sub>8</sub>	Howie, Janesville, Oct. 10, 1894		
82	1-4	:29 <sup>2</sup> / <sub>8</sub>	Beuschoten, Poughkeepsie, Aug. 15, 1894		
83	1-3	:44 <sup>2</sup> / <sub>8</sub>	Porter, Waltham, Oct. 22, 1894		
84	1-2	1:03 <sup>1</sup> / <sub>8</sub>	Jenny, Oneonto, June 8, 1894		
85	2-3	1:25 <sup>2</sup> / <sub>8</sub>	Porter, Waltham, Oct. 22, 1894		
86	3-4	1:37	Porter, Waltham, Oct. 22, 1894		
87	4	9:51 <sup>3</sup> / <sub>8</sub>	Scott, Asbury Park, Aug. 31, 1894		
88	5	12:11	Scott, Asbury Park, Aug. 31, 1894		
89	6	15:15 <sup>4</sup> / <sub>8</sub>	J. Linneman, Chicago, Aug. 12, 1893		
90	7	17:43 <sup>3</sup> / <sub>8</sub>	J. Linneman, Chicago, Aug. 12, 1893		
91	7	16:50 <sup>2</sup> / <sub>8</sub>	Meintjes, London, July 8, 1893		
92	8	19:23 <sup>4</sup> / <sub>8</sub>	Meintjes, London, July 8, 1893		
93	8	20:24 <sup>4</sup> / <sub>8</sub>	J. Linneman, Chicago, Aug. 12, 1893		
94	9	21:53 <sup>1</sup> / <sub>8</sub>	Meintjes, London, July 8, 1893		
95	9	22:52 <sup>2</sup> / <sub>8</sub>	Meintjes, Chicago, Aug. 12, 1893		
96	10	24:14 <sup>2</sup> / <sub>8</sub>	Meintjes, London, July 8, 1893		
97	10	25:32	J. Linneman, Chicago, Aug. 12, 1893		
98	11	27:55	Meintjes, Chicago, Aug. 12, 1893		
99	12	30:29	"		
100	13	32:57	"		
101	14	35:41 <sup>2</sup> / <sub>8</sub>	"		
102	15	38:05 <sup>4</sup> / <sub>8</sub>	"		
103	16	40:39 <sup>1</sup> / <sub>8</sub>	"		
104	17	43:10 <sup>3</sup> / <sub>8</sub>	"		
105	18	45:53 <sup>3</sup> / <sub>8</sub>	"		
106	19	48:31 <sup>2</sup> / <sub>8</sub>	"		
107	20	51:18 <sup>2</sup> / <sub>8</sub>	"		
108	21	53:58	"		
109	22	56:39 <sup>4</sup> / <sub>8</sub>	"		
110	23	59:18 <sup>2</sup> / <sub>8</sub>	"		
111	24	1:01:59 <sup>2</sup> / <sub>8</sub>	"		
112	25	1:04:39 <sup>3</sup> / <sub>8</sub>	"		
113	30	1:17:59 <sup>1</sup> / <sub>8</sub>	"		
114	35	1:31:02 <sup>1</sup> / <sub>8</sub>	"		
115	40	1:44:11 <sup>4</sup> / <sub>8</sub>	"		
116	45	1:57:33 <sup>2</sup> / <sub>8</sub>	"		
117	50	2:11:06 <sup>4</sup> / <sub>8</sub>	"		
118	55	2:24:59 <sup>2</sup> / <sub>8</sub>	"		
119	60	2:39:47	"		
120	100 kil	2:46:12 <sup>3</sup> / <sub>8</sub>	"		

## Class A—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
121	1-4	:25 <sup>4</sup> / <sub>8</sub>	Haggerty & Williams, Wthm, Nov. 2, 1894		
122	1-3	:34 <sup>2</sup> / <sub>8</sub>	"		
123	1-2	:53 <sup>1</sup> / <sub>8</sub>	"		
124	2-3	1:13 <sup>3</sup> / <sub>8</sub>	"		
125	3-4	1:52 <sup>3</sup> / <sub>8</sub>	"		
126	1	1:52 <sup>3</sup> / <sub>8</sub>	"		

## Paced, Straightaway Road Records. Single Team.

No.	Miles.	Time.	Name.	Place.	Date.
127	1-2	:46 <sup>2</sup> / <sub>8</sub>	W. H. Penseyres, Buffalo, Nov. 9, 1894		
128	1	1:35	E. F. Leonert, Buffalo, Dec. 13, 1894		
129	1*	1:32	Cordang & Baillieux, Holland, Dec. 2, 1894		

\*Tandem.

## Unpaced, Straightaway Road Record.

No.	Miles.	Time.	Name.	Place.	Date.
130	1	1:52 <sup>3</sup> / <sub>8</sub>	E. F. Leonert, Buffalo, Dec. 13, 1894		

## American Hour Records.

No.	Hours.	M. Yds.	Name.	Place.	Date.
131	1	26 1489	Titus, Springfield, Sept. 13, 1894		
132	2	45 1530	Meintjes, Chicago, Aug. 13, 1893		

## Competition Flying.

No.	Miles.	Time.	Name.	Place.	Date.
133	1-4	:26 <sup>3</sup> / <sub>8</sub>	Sanger, Denver, Aug. 18, 1894.		

## Tandem, Standing, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
134	1-4	:26 <sup>2</sup> / <sub>8</sub>	Banker brothers, Hartford, Nov. 7, 1893		

## National Road Records.

No.	Miles.	Time.	Name.	Place.	Date.
135	5	12:55	Monte Scott, New Jersey, Oct. 12, 1894		
136	10	26:07 <sup>2</sup> / <sub>8</sub>	"		
137	15	39:30 <sup>2</sup> / <sub>8</sub>	"		
138	20	52:51	"		
139	25	1:05:21 <sup>4</sup> / <sub>8</sub>	"		
140	50	2:30:40	A. E. Weinig, Buffalo, Sept. 15, 1894		

The English do not recognize any distance less than fifty miles, and their records stand as follows:

No.	Miles.	Time.	Name.
141	50	2:07:15	A. A. Chase
142	100	4:39:28	A. A. Chase
143	212 <sup>1</sup> / <sub>2</sub>	12:00:00	A. A. Chase
144	376	24:00:00	C. C. Fontain

## Indoor Records.

No.	Miles.	Time.	Name.	Place.	Date.
145	1-2	1:05 <sup>1</sup> / <sub>8</sub>	Barbeau, "A," Philadelphia, A. T.		
146	1-2	1:07	"		
147	1	2:14 <sup>2</sup> / <sub>8</sub>	"		
148	1	2:20	Nat Butler, "B," New York, Comp.		
149	3	7:28	Roome, "A," Philadelphia, A. T.		
150	3	7:28 <sup>1</sup> / <sub>8</sub>	McDuffie, "B," New York, "		
151	4	10:08 <sup>1</sup> / <sub>8</sub>	"		
152	4	"	Roome, "A," Philadelphia, "		
153	5	12:39 <sup>1</sup> / <sub>8</sub>	McDuffie, "B," New York, "		
154	5	12:17 <sup>2</sup> / <sub>8</sub>	Roome, "A," Philadelphia, "		
155	25	1:08:31	Martin, "P," New York, "		

## Horse Records.

156	Robert J. pacer	2:01 <sup>1</sup> / <sub>8</sub>
157	Alex, trotter	2:03 <sup>3</sup> / <sub>8</sub>



## NEW YORK NEWS NOTES.

NEW YORK, Jan. 7.—The Wheelmen's bill which Chief Consul Potter is preparing to have introduced into the state legislature this winter is under course of preparation. In his work, Mr. Potter is being aided by General Roy Stone, the strong advocate and worker in favor of better roads. The principal part of the bill will be relating to a change of laws whereby better facilities may be had and larger appropriations made for the improvement of the public highways. From this start it may be readily seen that Chief Consul Potter means business and has the welfare of the wheelmen in general at heart, regardless of the sharp and unjust criticisms aimed at him of late.

"Jimmy" had decided to pay his respects to the Chicago Cycle show and arrangements were being made whereby many important matters that he was interested in might be closed before the date of his intended departure from New York, when, in reading over a copy of the Chicago *Inter-Ocean*, at the Everett House on Union Square in New York last Saturday, his eyes caught sight of a note of vital interest to himself. He perused that article with unusual nervousness, not unlike the feelings of a man who has just escaped from an awful fate, and that too by the smallest of margins. With a frightened sigh he dropped the paper after finishing the note, lighted a fresh cigar, uncrossed his right leg from his left one and reversed, the position, hummed a bar or two of "With all her faults I love her still," and then exclaimed, "That settles it. It's a lucky thing I read that bit of news today, otherwise I might have made the worst move of my life."

"Why, Zim! What was it?" was asked.

And the champion for reply handed THE BEARINGS' man a part of the paper in which, within a blue-penciled circle, appeared the announcement that Arthur Zimmerman was to appear as a living picture during the Chicago show. Anyone who knows Jimmy is aware that the one thing above all others that he has a horror of, is of

### Making a Show of Himself

and just think what feeling must have filled the champion's heart as he read what the Chicagoans had intended to do with him upon his arrival there. After a few moments Zim slowly re-read the article and then in that tone of voice familiar to all his friends remarked:

"Gee whiz! A living picture!! Well that's the darnest idea I ever heard of. Huh! Well oh ho (yawning), let's have some cigars." And as the trip to the cafe was in progress, the big fellow was unable to refrain from repeating over and over again: "Living pictures; well I'll be goll darned!" However, today is only Monday, and who knows but what before this may appear in print, the champion will have been made to see things differently and may reach Chicago after all. At all events the attempt will be made to induce him.

The first run of the newly-organized League Touring Club, of Brooklyn, will be made in May. Newburg will be the destination and fully two dozen hardy road riders will comprise the party. Jose G. Piodela will represent this club at all future meetings of the state board of officers. Mr. Piodela is a member of the Spanish royalty, his proper title being count, but his love for America and American customs prevents him from adopting any foreign frills. He is one of the Long Island Wheelmen's strongest and most popular members.

About everyone of note, or not to be so exact, every firm of note hereabouts will be represented at the Chicago Cycle Show. Saturday afternoon a crowd left for the scene of action over the West Shore road and as many more used other routes. In the West Shore party were: Harvey Du Cros, Stanley Gillard, F. J. Titus, "Tom Timid" Roe, Henry L. Saltonstall, Frank P. Prial, J. J. Prial, R. G. Betts, W. O. Andrews, Mr. and Mrs. Walcott, W. W. Stall, C. E. Teal, C. W. Blackman, Chas. A. Persons, and A. T. Merrick. Then "Ned" Oliver left via the B. & O. J. W. Spalding went over the New York Central, accompanied by J. W. Shoefler, and Geo. R. Bidwell. Dozens of others will be in attendance, but the ones mentioned above left Saturday.

Vague rumors are current about Gotham that the M. A. C. C. will make things warm for the trio who used or misused their official positions in the Association to aid in the recent chief-consulship campaign. The committee who were appointed to investigate into the charges made by W. O. Tate at a recent meeting of the organization, are about ready to render their report which will be looked forward to with the greatest amount of interest by all concerned.

The Montauk Wheelmen, of Brooklyn, which was disbanded several weeks since, has not as yet re-organized, but W. O. Tate, its former president, says matters will be adjusted at an early date. George H. Fitchett and Oscar Hedstrom will represent the new M. W.'s on the path hereabouts during '95.

In future the Liberty Wheelmen of Brooklyn will hold all their meetings at 1217 Bedford Avenue, instead of at their former headquarters in Middle Village. Their newly selected place is in Liberty Hall, of which Alex Schwalbach is master. As Mr. Schwalbach is also a warm member of the club it may be reasonably expected that the move will prove an advantageous one for the organization.

One of the Riverside Wheelmen's most popular members is George Curtis Wright, familiarly known and hailed as "Pop." Mr. Wright is one of the club's trustees, and is a prime mover in the "400" of New York. His daughter, Mabel, created a furore in society some four years since by wedding Fernando Yznaga, whose sisters, the Duchess of Manchester and Lady Lister Kaye, are well and favorably recognized among the royal heads

of Europe. For a man whose connections are so high, Mr. Wright is remarkable, nothing suiting him better than a night with the Riverside boys. He is fifty-five years of age, and as Freddie Titus says, "Don't fail to say that Mr. Wright rides a Spalding light roadster." By occupation he is an artist, and a visit to his gallery in West Forty-third Street proved more than interesting.

## FROM OVER THE SEAS.

LONDON, Dec. 29.—Last night the society of cyclists met to hear a paper on "Speed Gears" by J. Glover. Sir Benjamin Ward Richardson presided and the audience included Colonel Saville, Count Rosetti, of iron flywheel celebrity, and many inventors of speed and other gears. Mr. Glover's paper proved disappointing and unprofitable. He devoted much time to describing a number of gears patented many years back, only a few of which had any bearing on the subject, and even these were quite obsolete and useless for modern purposes. Referring to statistics, Mr. Glover stated that in 1891 eighty-three gears were patented; in 1892, 108; and last year, 100. No illusion was made to the features of the gears of today, for example the Boudard, about which Mr. Glover seemed to know little and care less. The remainder of the evening was occupied in the explanation of the details and advantages of various gears, each being described and exhibited by a competent person. Mr. Willett dealt at length with the spring speed chain wheel; Mr. Boothroyd manipulated the parts of a Collier two-speed gear, giving the alternatives of sixty and seventy-five; Mr. Knowles showed a gear contained in the back hub of a safety, while similarly placed gears were also produced by Mr. Maltby, Mr. F. M. Briggs, and the London Mfg. Co. It was decided to adjourn the discussion until the next meeting, when Sir Benjamin will give a pronouncement on the general question of speed gearing.

### The Cyclists of England Have Suffered

during the recent Christmas holidays, owing to the interference with the weather of one J. Collinson, a meteorologist, who lives at Brading, Isle of Wight, and claims the control of odylc force—whatever that may be. Collinson announced that he had made arrangements for fine, bright sunny weather during the holidays. As it turned out we had the mildest, darkest, dampest Christmas on record. Scarcely a gleam of sunshine was seen throughout the four days ending the 26th in the metropolis, although at Portsmouth prior to Boxing Day there was some sunshine. With characteristic audacity Collinson now writes to the papers claiming to have succeeded in the main. But for an atmospheric disturbance produced at Portsmouth by the firing of exceptionally heavy guns, Collinson avers the sunshine would have been general. Next time there is a holiday I trust Mr. Collinson will leave the weather alone, when we may get some riding.

Henry Sturme, writing respecting the failure of the new racing scheme to meet with adoption, throws a clear light upon the state of opinion in this country concerning the vexed question of the control of racing. Speaking of the various shades of opinion held, the editor of the *Cyclist* says—before anything in the way of change can be effected the Union will have to reconcile the minds of, and educate to the change, first those whose ideas are amateur in the extreme, who would not touch a professional with a pair of tongs; secondly, those who think no amateurs exist, and that all racing should be on cash-prize lines; thirdly, those who think there is good in both amateur and professional, but who, for the sake of expediency would

### Establish a Strong Intermediate Class

on broad lines; fourthly, those who, taking the line that a man must be either an amateur or professional, will not hear of an intermediate class; fifthly, those who call upon the Union to adhere to the present scheme of two classes only, and to promptly throw out men from the amateur ranks who properly belong to the professional; and lastly, those who—including many holding both the last views as well—insist upon proof of guilt in black and white before the Union acts.

The tabular analysis of the various machines at the Stanley show, annually prepared by that famous statistician, H. H. Griffin, is always instructive reading. There were, it appears, 83 per cent of rear drivers this year; nearly 10 per cent of tandem safeties, a great advance on last year's proportion of 4.4 per cent; and 5 per cent of single tricycles, also a slight advance in last year's figures. Coming to tires we find 87 per cent were pneumatic, and 6 per cent inflated, i. e., single tubes of the Palmer class, while cushions only constituted 4 per cent.

Our only pneumatic-tired omnibus in London has already won golden opinions for its silent running and comfort. I am informed that the regular passengers have booked their seats for a considerable period in advance.

During the late holidays I have been riding a sample of the bamboo bicycle. It is a full roadster capable of carrying a full-weight rider, yet it only weighs twenty pounds with its pedals and saddle. I have had permission to subject it to every form of violence, such as riding it up curbs, etc., but at present I have confined my test to banging up long hills and going all out down rough descents. Nothing has showed signs of giving away. The wood rims seem to stand as perfectly as the stout bamboo frame with its strong-looking joints made of untarnishable aluminum, beside which an electro-plated bell assumes quite a yellow tinge. The handles, which I expected would be awkward in hill climbing, are very fairly stiff and one feels no anxiety about their strength. The spring in the front forks on a bad road is not in excess of that noticeable on a steel machine of similar weight. The tread is a trifle wider than on a modern steel safety but this is a detail of slight moment. Altogether I am pleasantly impressed with the novelty in excess of my expectations.

C. W. HARTUNG.



## REGARDING EXCLUSIVE REPRESENTATION.

Much has been said recently in regard to the exclusive representation which the Pope Mfg. Co. are asking of their agents, and it may be interesting to know some of the advantages of such an arrangement. It is a well-known saying that one man can not serve two masters, and it is equally impossible to do justice to more than one line of bicycles. This consideration alone might not have very great influence, were it not for the fact that it is equally as prejudicial to the agent's interests as to the interests of the manufacturer when an attempt is made to talk for more than one line of wheels. Among the most successful agents are found those who handle but one wheel, and push it all the time; the very act of doing this is a substantial advertisement in itself, for it says to the public that the agent chooses a particular wheel as the very best one that can be had, and recommends it unhesitatingly. In some cases of course, the inference might be that the given wheel was chosen because of large discounts, for it is not to be expected that the bicycle agent is doing business for fun, any more than a business man in any other line; if it is known, however, that he is bound by agreement to sell at list-price only, and that his discounts, while reasonable, are not excessive, there is sure to be the feeling among the purchasers that the agent's recommendation is really worth considerable, and should be taken in good faith.

When one stops to think of it, he must admit that when purchasing any kind of goods, whether it be a pair of shoes or a hat, he really relies on the dealer to tell him the quality of his purchase. The average buyer of a bicycle probably knows less about wheels than the general public do about customary purchases, and it is therefore very evident that an agent can not be too careful to make himself appear constant in his recommendations. It is simply impossible to be consistent and to recommend one wheel to one customer, and another to the next.

It is objected by some that sales will be lost by not being able to furnish the wheel that is desired. This, however, is seldom the case, as it is remarkable how easy it is to make the sale of a wheel to someone who has made up his mind to purchase another make, if only the agent be insistent on the fact that he has chosen the wheel he is representing after careful consideration based on the experience of himself and others.

It is, of course, necessary in asking for exclusive representation that the manufacturer be able to supply from the line he offers all the wants of the various classes of customers. It is probably because they are able to do this that the Pope Mfg. Co. are receiving such favorable replies from their agents on this question, for, as has been already noted in THE BEARINGS they have not only a most complete line of wheels, ranging from \$40 to \$100, but also, as is affirmed by all who have seen the samples, the finest wheels in each class that will be offered the coming season. Much more might be said in this connection concerning exclusive representation, but, from appearances, it would seem that the majority of bicycle dealers hold the same opinion on this question.

### Because of General Excellence.

The adoption of the single-tube tire by nearly all the manufacturers, especially by those who have argued so strongly and continuously against it, only demonstrates that, because of the ease and simplicity of repair, its resiliency and lasting qualities, it will be the tire that will supersede all others. The option of this variety of tire by makers generally in '95 is but evidence of the demand of the great riding public. It should not be forgotten, however, that the single-tube tire which has caused public opinion to reverse itself so completely is that made by the Hartford Rubber Works Co., and their experience in making it keeps them the usual number of years in advance of competition. Every so-called single-tube tire can not be expected to give the satisfaction of their high quality product.

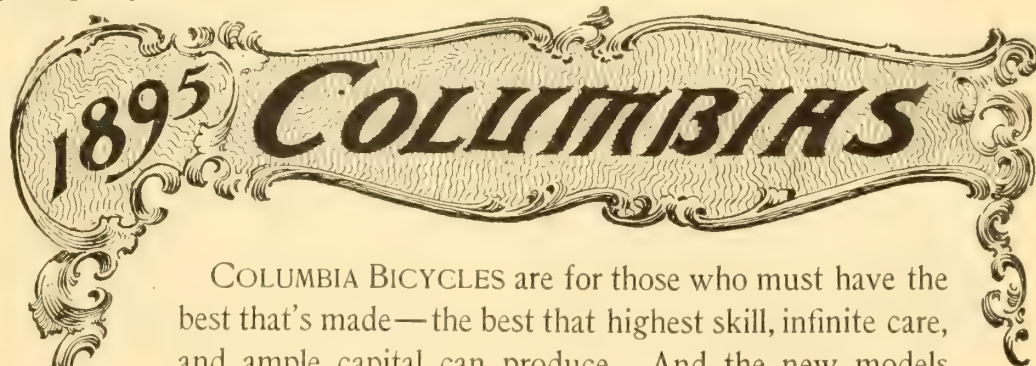
### Praise From Abroad.

The *Scottish Cyclist* in a recent issue says: The Pope company have decided to adopt the Dunlop tire as their detachable tire for the coming season. Seventy-five per cent, however, of the cycles sent out by the great American house are fitted with the Pope company's own single-tube Columbia tire. The success of the single-tube tire in the states is largely accounted for by its excellence in quality and manufacture.

"One of the most useful New Year's gifts one could have—a Columbia calendar." And so the increasing demand for it has proven it to be, for the output of this, the tenth annual edition, far exceeds any previous one. With its new thoughts, in new dress, and so replete with pleasing illustrations, and wise and witty sayings, it still holds the foremost place among business calendars.

It will be mailed to any address for five 2-cent stamps. Orders should be addressed to the Calendar Department of the Pope Mfg. Co., Hartford, Conn.

The report that several Class B men would turn pro. and invade France was confirmed this week. The information came from a very prominent Class B man who will race in American Class B circles early in the year and after racing in the professional ranks in France during the fall will retire. The inflated value of prizes in this country during the past season disgusted many Class B men during '94. They feel it would be better to race for \$50 cash prizes than for jewelry valued at \$150 and worth in cash only one-third that figure.



COLUMBIA BICYCLES are for those who must have the best that's made—the best that highest skill, infinite care, and ample capital can produce. And the new models of these famous wheels are so superb in their elegance, grace, and quality that few will be content with a lower-priced machine—especially with Columbias at

## Their new price—\$100.

There are those, though, who would be money-savers. For such we offer the high-grade product of the Hartford Cycle Co., a concern owned and directed by us.

**Hartford Bicycles, \$80 and \$60.**  
**26-inch Hartford Bicycles, for Boys and Girls, \$50.**

Hartfords are leaders in their classes, worthy to rank with many a bicycle far higher in price. They give satisfaction.

BUT—there are degrees of satisfaction. The acme of serene content comes alone to the rider of the peerless Columbia.

The Catalogue of the entire Columbia line can be had free from any Columbia agent, or it will be mailed for two 2-cent stamps. The book is beautiful in design and printing, and contains information that no intending purchaser of a bicycle can afford to overlook. Address: *Catalogue Department.*

A Convenience of the best kind is the Columbia Desk Calendar, with detachable leaves for each day of the year. Bright with pictures and stirring thoughts. You need it. By mail for 10 cents in stamps. Address: *Calendar Department.*

## POPE MANUFACTURING CO.

General Offices and Factories, HARTFORD, CONN.

**BOSTON,**  
221 Columbus Ave.

**PROVIDENCE,**  
124 Mathewson St.

**NEW YORK,**  
12 Warren St.

**BUFFALO,**  
609 Main St.

**CHICAGO,**  
291 Wabash Ave.

**BROOKLYN,**  
BROOKLYN CYCLE CO., 555 FULTON ST.

**PHILADELPHIA**  
HART CYCLE CO., 816 ARCH ST.

**BALTIMORE:**  
EISENBRANDT CYCLE CO., 311 E. BALTIMORE ST.

**WASHINGTON:**  
DISTRICT CYCLE CO., 458 PENNSYLVANIA AVE., N. W.

There is probably a Columbia Agency in your town. If not, we want one.





# THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II.

CHICAGO, JANUARY 11, 1895.

No. 19.

Published every Friday by

**THE HILL CYCLE MFG. CO.**

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

## OUR MOTTO:

"HEW STRAIGHT TO THE LINE. LET THE CHIPS FALL  
WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler  
agencies—so will the Fowler wheel.  
Direct all communications to The Hill Cycle Mfg. Co.  
42-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

## What we have said in The Daily Truth:

### EDITORIAL.

A man came to the proprietor of the FOWLER TRUTH yesterday and said, "You're a lucky firm, you have been one of the most fortunate concerns that ever started in business."

We told that gentleman—that kind and interested friend—that it was not luck that was our heritage. We advised him that luck was not the wave on which we tossed about—that we couldn't afford to trust to luck.

Oh no, luck is not what the Fowler machine turns on—better, far better bearings than that!

The Fowler bicycle and the Fowler business have prospered, not on luck, but upon the results of turning out a product first-class in every particular.

The bicycle business has long since become a business in which something more than luck is necessary to success. We must do business properly—that means for the most part carefully and honestly—or somebody will be "buying our factories in" before we know it.

### WHAT DRAWS.

Some of the Cycle show exhibitors endeavor to draw attention and trade by means of darkey boys, pages, grotesquely costumed figures or freaks, brass bands, cat calls or the ever over-worked souvenir, that the passerby gives to the office boy or the cat—there seems no end of the queer things that can be thought of as vain counterfeits of what is real drawing power.

Why must the so-called reputable concerns depend so absolutely, so helplessly, it appears, upon these tinkling cymbals, upon these "take-one-along-with-you-to-help-you-remember-us" baubles with either a satin ribbon or a string of obligation attached to each? Why is it necessary to pin brass trunk checks or sardine can labels on your visitors, in an endeavor to make them remember, until they begin to look like some of the old league meet badge friends, or feel like a man who has stolen a novelty store, if your goods are so remarkably meritorious?

Simply because you choose to give a man a nickel-plated can opener or a lead tooth pick with your firm name cleverly affixed is no reason why you can furnish him with a first-class bicycle when he comes to buy a bicycle—if he ever remembers enough about you in connection with the "souvenir" to come back and see you.

The Fowler booth at the show draws the crowds without this tin-soldier style of catching people's attention.

Why? Simply because the people at large have heard of Fowler wheels, the people who have already visited the cycle show have seen the Fowler wheels—how nice they are in lines, workmanship, finish and weight—and have told their friends to "just you go and look at 'em."

The Fowler booth is surrounded by an interested, cycle-buying crowd all the time, and all on account of the celebrated Fowler machine.

The only "souvenir" we can give you is the privilege (and the bright memory it carries) of looking at a Fowler bicycle, or a copy of the daily FOWLER TRUTH.

Also, the editor will give you a drink of paste or let you stroke the office cat when he or she comes back.

Don't sit down on the electric bulbs in front of our stands: we have no desire to shock you.

While standing in line, waiting your turn to be introduced to the head of our concern, don't talk to the reporters. They are too busy writing sensations.

Are the Lions of the Monarch Stand lions de fer or lions d'or?

Somebody left a thousand pound box of sand in the sanctum of the FOWLER TRUTH. What was that for? We have all we want.

The dear little boys of the cycling

clubs that visited the cycle show last night in a body, and who shouted "Who are we?" "We are so-and-so!" "What's the matter with so-and-so?" are keeping alive that commonly accepted idea (which should be let get away quietly as soon as possible) that the cycling clubs are composed of young striplings who are unacquainted with the dignity that shines.

We refer all inquirers to Dan Canary, for ascertaining which French dictionary is best for beginners.

Walter Wardrop, of Center Township, came in yesterday and deposited a large red apple on the editor's desk. Come again Walter.

The editor's wood pile is again low. We could use a few loads of nice dry hard wood in return for subscriptions.

Looking over the entire show one is forced into the reflection of what a vast multitude of concerns have been "permitted to grow up" in the last few years.

Don't fail to notice that the Fowler looks well in the living pictures.

"You have heard of the TRUTH, no doubt?" we ventured to say to an exhibitor yesterday.

The truth—t-h-e-t-r-u-t-h—let me see; I've heard that word somewhere," mused the somewhat puzzled individual.

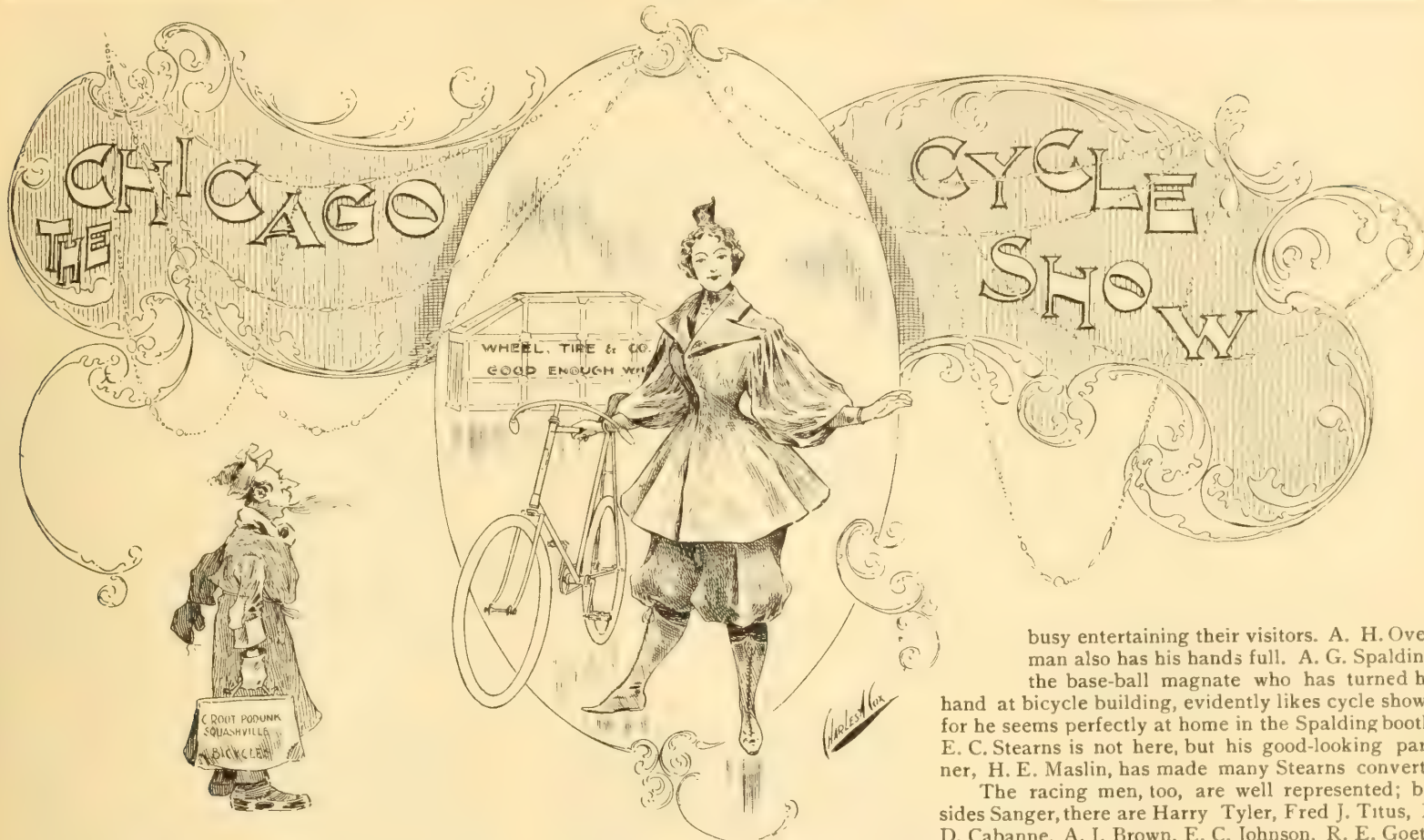
"The FOWLER TRUTH" we added to make it clear to him.

"Oh yes, I've heard of that often."



THREE QUEENS.





Western push and enterprise have made the Chicago show a success. Where others would have failed the Chicagoans have succeeded, and the trade has been presented with the finest cycle show in the history of the sport. From the time the doors opened to the public on Monday morning up to the hour of going to press the huge halls of Battery D and the Second Regiment Armory have been packed almost to a suffocating point by agents, riders, and non-riders, all eager to see the '95 wheels. Never before has there been such a large attendance of agents as at the present show. They came from California, they came from Texas, they came from the far east—in fact they came from everywhere. The central location of Chicago made this city the Mecca for everyone interested in the sport, and they placed the stamp of approval on the city by coming to the show.

And they didn't come simply to look at the wheels—they came to do business and every exhibitor agrees that this is the best show ever held. "We have done more business in one day here than we ever did in the whole week at any other show," was what every man interviewed said. Many big deals were closed during the first three days, but they were not made public until about time for the show to close.

#### The Formal Opening of the Show

was on Monday evening when Postmaster Hensing, who takes a great interest in cycling, and who has interested the government in the adoption of cycles for letter carriers, made the opening address. He spoke of the improvements made in bicycles, how the people has begun to recognize what a good thing cycling really was, and predicted that in a short time everyone would be riding bicycles and horses could be bought for a song. Despite the fact that not one-third of the exhibits were ready when the show opened, fully 1,800 people filled the aisles of both buildings. This seemed to infuse new life into the exhibitors, and they all pitched in and worked with a will, so that on Tuesday morning everything was in ship-shape order, and the great cycle show was really on. The stage performances proved to be quite a drawing card, and every performance packed the hall. In place of the stereotyped trick riding, the management introduced several new things. "Living pictures" made a star hit, and there were many encores. Cycling pictures representing the various nationalities on a wheel, and the proper bloomer costumes for ladies and gentlemen were some of the features.

It had been the intention of the management to have

#### Zimmerman, Johnson, and Sanger Pose

for living pictures. Zim, seeing the statement in the newspapers, became scared and it was only after much persuasion that he was induced to come. Johnson was training hard for a skating race and concluded that the Chicago show was a little too swift for even the speed king and so remained in the frozen fastnesses of the north under the protecting wing of Tomec. Sanger was at the show, but the husky German lad was too busy at the Spalding exhibit examining the fine points of his new mount to even think of such a thing.

All of the notables of the trade were there. The portly form of Colonel Pope was often seen stalking through the aisles. Of the other members of the "big four" Mr. Lozier takes a great interest in the show and has carefully examined all of the exhibits. Messrs. Gormully and Jeffery are kept

busy entertaining their visitors. A. H. Overman also has his hands full. A. G. Spalding, the base-ball magnate who has turned his hand at bicycle building, evidently likes cycle shows, for he seems perfectly at home in the Spalding booth; E. C. Stearns is not here, but his good-looking partner, H. E. Maslin, has made many Stearns converts.

The racing men, too, are well represented; besides Sanger, there are Harry Tyler, Fred J. Titus, L. D. Cabanne, A. I. Brown, E. C. Johnson, R. E. Goetz,

J. P. Bliss, A. E. Lumsden, Gus Steele, Conn Baker, M. H. Burt, and others. Several of this year's teams are being formed, and the public will soon be treated to some news. Titus and Cabanne have completed arrangements to go abroad next fall after the racing season is over. They will not turn professionals, but will ride exhibition miles at different meets throughout Europe. On Wednesday Cabanne signed with the Spalding team.

Every firm exhibiting decorated his stand with more or less skill and beauty. Probably the booth of E. C. Stearns & Co. is the best looking

#### From an Artistic Point of View.

It is a magnificent brass pavilion, brilliantly lighted with incandescent lights, and decorated with yellow (the Stearns color) at every available point. Handsome photographs of Johnson following the quad and triplet, adorn the wall. Spalding has a very handsome place, situated in one of the best parts of the building. Pictures of Sanger and Titus on Spaldings hang on the wall, while potted plants and American flags add picturesqueness to the scene. The Yost Mfg. Co., have something novel in the way of a pagoda made of rattan. But we might go on forever and tell about the beauties of each place. Lack of space, however, forbids, and we will be compelled to merely mention the booths of G. & J., Overman, Pope, Featherstone, Sterling, Preston, Western Wheel Works, Morgan & Wright, Boston Woven Hose, Dunlop Tire Co., Palmer Tire Co., Eastern Rubber Co., and a host of others. Taken all in all, handsomer booths were never seen at a cycle show.

Souvenirs were eagerly sought after and the firm giving one away has anything but a happy time of it. The John P. Lovell Arms Co. give away a little pin set with a rhinestone; Morgan & Wright give away roses to the ladies; Stearns presents yellow buttons to the common herd, and neat little paper knives to their friends and agents; the New York Tire Co. had no difficulty in disposing of several hundred silver match boxes; the Indiana Bicycle Co. present pocket knives to a favored few; the Keating's souvenir is a chain key ring; then there are buttons, and stick pins without number.

There is but one freak machine on exhibition—the triangle framed wheel of the Marion Cycle Co. The antics of several would-be trick riders who tried to master the wheel were laughable. Munger showed an 8¼-pound wheel, also a high-frame machine fitted with twenty-inch wheels. The Black Mfg. Co. have an eight-pound fourteen ounce wheel.

#### Among the Other Curiosities

are a folding bicycle exhibited by Spalding and a Sterling fitted with handle bars made of the horns of a Rocky Mountain goat. There are mascots innumerable. The L. C. Smith Tire Co. have Rastus, the colored boy, who became famous on the circuit last year; the Boston Woven Hose Co. have a twelve-year-old coon, from Cincinnati, weighing 220 pounds; Spalding has a handsome mastiff.

The principal improvements noticed on the leading wheels were lighter weight, detachable sprockets, narrower tread, adjustable handle bars, larger tubing, double fork crowns and re-inforced joints. In fact, nearly every wheel shown had these improvements and a description of one wheel would



fit nearly all the others at the show. The agents were all anxious to visit the different factories and large numbers of them spent their mornings in this way. G. & J. run a stage from the show to their factory twice a day and any dealer who wanted to see the Rambler factory was at liberty to go.

The Hill Cycle Mfg. Co. made the hit of the show with their daily paper, the *Fowler Truth*, and the paper was eagerly sought for. The bright and witty sayings of Editor William Twinkle were laughed at and Mr. Fowler was assured that he had a good thing in his paper. Tomorrow the paper will be issued from the Fowler stand at the show.

A full description of the exhibits follow:

#### Stands 1 and 2.

F. B. Chapman, who was at the show in charge of the Columbus Cycle Co.'s exhibit, said that he had all the business he wanted and was only there to favor a few of his agents. This firm have orders enough on hand to keep them busy 23 hours a day. They showed wheels ranging from eighteen to twenty-five pounds, and ladies' wheels weighing twenty-three and twenty-five pounds.

#### Stand 3.

The Fulton Machine Works had on exhibition a twenty-five-pound single chained tandem that was used by Gardiner and Bainbridge last year. They also had a fifteen-pound "Yellow Dog," a 20½-pound ladies' wheel, a nineteen-pound light roadster, and a twenty-three-pound full roadster. In the way of decorations, they had a huge illuminated sign showing the thistle after which the wheel was named. The Excelsior Supply Co., who control the output, were represented by C. H. Plumb.

#### Stand 4.

The Grand Rapids Cycle Co. were well located right near "Broadway." Although they had a small space, yet their exhibit was worthy of more than a passing glance. They had a twenty-one pound light roadster, a sixteen-pound racer, and a twenty-seven-pound ladies' wheel. Besides these there were Model 24, weighing twenty-four pounds, Model 20 weighing twenty-seven, and Model 19 weighing twenty-seven pounds. All these wheels listed at \$100.

#### Stand 5.

Mr. Bridger showed a nineteen-pound Gladstone roadster with a 10½-inch head, a twenty-four-inch frame and a 4¾-inch tread. He also had a 16½-pound James racer, a nineteen-pound road racer and a thirty-eight pound tandem. The pride of the James Cycle Importing Co.'s exhibit was a nineteen-pound ladies' wheel which attracted a great deal of attention. The list price of the James and Gladstone is \$100.

#### Stands 6, 7, and 8.

The real curiosity of the show was exhibited at the stand of A. G. Spalding & Bros. It was the first folding bicycle ever made in this country. It was built for military purposes, and so arranged that the bicycle can be folded up so that it will not measure over three feet. Besides this there were nine models of the Spalding, and two of the Credenda. The Spalding ranged in weight from eighteen to twenty-five pounds, and Credenda from 25½ to twenty-seven pounds. The crank adjustment on the Spalding does away with the crank pin and narrowed the tread about 5½ inches. The hubs are made from solid tool-steel stock. The pedals are new and original, tubular side pieces being used, which adds great strength without weight. Dan J. Canary was in charge. A. B. Bartman was also there.

#### Stands 9 and 10.

The National Cycle Mfg. Co. had a gayly decorated booth. The American flag formed a very pretty background for seven models of the

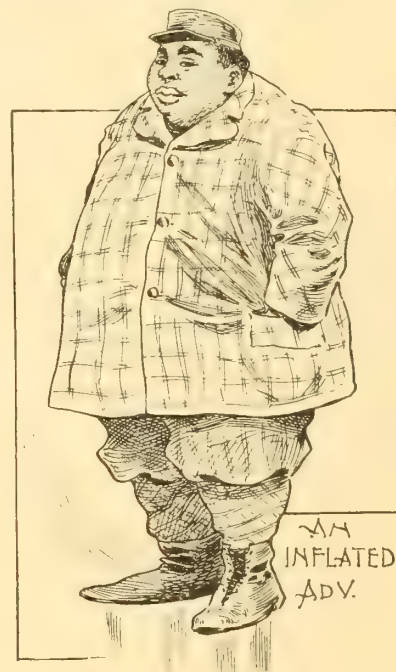


National, ranging in weight from 17 1-2 to 26 1-2 pounds. The racer weighs 17 1-2 pounds, light roadster 21 1-2 pounds, and full roadster twenty-three pounds, ladies' drop frame twenty-three pounds, and ladies' light roadster drop frame 21 1-2 pounds. There was also a wheel with a twenty-six-inch

frame, weighing 23 1-2 pounds for long-legged riders. Model A is one of the last year's models, weighing 26 1 2 pounds. Among the improvements are the handle-bar binder, new seat post, clamp, head fittings, crank bearings, and chain attachments. Messrs. Finkenstaedt, Gordon, Bush, Wilcox, and Smith were in charge.

#### Stands 11, 12, and 13.

It was activity around the booth of the Western Wheel Works. E. J. Day, A. W. Gump, H. T. Hearsey, Sam'l T. White, J. P. Forst and A. D. Graham were kept busy all of the time talking to Western Wheel Works agents. The exhibit was a fine one, eleven models being shown ranging in weight from twenty to twenty-four pounds and in price from \$20 to \$90. Of course the Crescent Scorchers were the king pin of the exhibit. The '95 wheel has a higher frame, has been reduced five pounds in weight, has larger tubing with 1¼-inch lower bar and new sprocket. This sprocket is the feature of the new wheel. It reduces weight and at the same time



makes a much stronger sprocket. The corrugations also add to its strength, the hollows between the teeth reduce the friction and keeps the chain cleaner. Models Nos. 1 and 4 weigh twenty-two pounds each, which are also much admired.

#### Stands 14 and 14 1-2.

The Buffalo Cycle Co., formerly the Buffalo Tricycle Co., showed their Envoys and Fleetwings in twenty-six and twenty-eight-inch wheels. The twenty-eight-inch Envoy weighs twenty-three pounds, and ladies' Fleetwing weighs twenty-six pounds. Besides these they had a full nickeled Envoy and a full coppered Fleetwing set upon the stand at either side and along the front rail of their space. C. H. Funnell and G. M. Lesler are in charge.

#### Stands 15 and 16.

Kingman & Co. and the Warman-Schub Cycle house had a stand together. They cater to the jobbing trade only and had eleven (11) wheels listing from \$35 to \$125. The wheels shown were the Kingman, Cataract, and White City. The machines are higher, have narrower tread, dust-proof tubings. Tool steel bearings are used in the juvenile wheels. Otto Merpall was in charge.

#### Space 17.

The wheel that is "365 days ahead of them all" was shown by Wm. B. Osgood, manager of the Keating Wheel Co. Mr. Osgood had a very fine exhibit of six wheels, include a seventeen-pound racer, a nineteen-pound diamond frame ladies's wheel, and three gentlemen's wheels. The heaviest wheel exhibited weighed twenty-one pounds, fitted with heavy road tires. A ladies' drop frame weighed twenty-three pounds. The straight frame ladies' wheel weighed nineteen pounds without the dress guards. The '95 Keating has new hubs, new ball case, a two-piece pedal, and a narrow tread which measures five inches from outside to outside, something unusual in the construction of the modern bicycle. All the forks have been narrowed, making a much stiffer wheel. A direct tangent spoke is used. Assisting Mr. Osgood were E. H. Kimball, W. S. Maltby, and C. L. Scrivens.

#### Stand 17 1-2.

A sixteen-pound racer, a twenty-pound road racer, a 23½ light roadster, and the twenty-six pound ladies' wheel comprised the exhibit of Fenton Metallic Mfg. Co. A. Gilbert, Jr., E. C. Patterson, and A. E. Irons were in charge. The large balls in the crank hanger, a 5½-inch tread, and adjustable bars were the features.

#### Stand 18.

Ames & Frost showed eleven wheels comprising six models ranging in weight from 18½ to 24½, and fitted with Morgan & Wright, Dunlop,



G. & J., and Palmer. The '95 Imperial, new guard axle, new rear axle, adjustable sprockets, large tubing, and adjustable fork crown. The ladies wheel weighs twenty pounds, and is of a new design. C. P. Stacey, W. Ayre, C. P. Nelson, J. F. Townsley, J. C. State, A. W. Moore, and Fred Spicher were in charge.

#### Stand 19.

Geo. W. Houk had charge of the Eclipse Bicycle Co.'s stand. He had five wheels including the following: Light roadster, weighing from twenty-one to twenty-four pounds; a Special, twenty to twenty-two pounds; a twenty-three to twenty-five-pound ladies' wheel, and a seventeen-pound racer. Among the features noticed on the Eclipse were double ball bearings in the crank hanger, a  $\frac{1}{4}$ -inch tread on the racer and a  $\frac{5}{8}$ -inch tread on the other, a new sliding seat-post, pedals with no bolts or nuts, and a celluloid chain guard on the ladies' wheel. The Eclipse stand was a small one, but it was packed with visitors at all times.

#### Stand 20.

Julius Andrae Sons & Co., showed four Andraes weighing eighteen, twenty-one, twenty-two and twenty-three pounds, and four Sunbeam cycles. One of their novelties was the racing handle bar covered with cork. The head adjustment does away with half the casing, while the frame is re-inforced at all joints. H. P. and T. F. Andrae, J. C. Schmidbauer and H. J. Warner were in charge.

#### Stand 21.

A particular feature of the Relay is the ball bearings which can be exposed to view without taking out the wheel or loosening the cap. The sprockets are adjustable and reversible. Five models were shown as follows: Relay special, weighing  $21\frac{1}{2}$  pounds and listing at \$100, Relay roadster weighing twenty-five pounds and listing at \$85, and a ladies' Relay weighing twenty-six pounds, listing at \$90. J. George Ziegler, J. R. Miller, and William Laramy were in charge.

#### Space 22.

The Waltham Mfg. Co. showed a sixteen-pound racer, a nineteen-pound light roadster, a twenty-three-pound roadster, and a twenty-three-pound ladies' wheel. They had intended to show a tandem and triplet, but the space was not large enough. The '95 Orient has many new features. An adjustable handle bar fastened with a hollow bolt, a universal handle bar, a five-inch tread with 7-16-inch balls, and a novel fork crown were the features. The latter is made of three pieces of steel bent in the form of a truss. H. E. Palmer was in charge.

#### Stand 23.

E. B. Preston & Co. created one of the sensations of the show with their new tandems. They showed the diamond frame tandem weighing thirty-five pounds, and the ladies' tandem weighing thirty-eight pounds. The steering apparatus on this machine is the one used on Winton triplet two years ago. Besides the tandems there were a twenty-three-pound roadster, a  $20\frac{1}{2}$ -pound Scorchers, and a fifteen-pound racer with twenty-six-inch wheels. All of the Czars were finished in carmine striped with gold. Messrs. Jenkins, Gunther, Slusser, Peck, and Holmes were in charge.

#### Stand 24

The Ariels shown by the Ariel company were greatly improved over last year's models. A narrow tread, higher frame, dust-proof bearings and interchangeable front and rear sprockets were among the improvements. Seven wheels were shown, including a fifteen-pound racer, an eighteen-pound racer, a twenty-one-pound light roadster, a twenty-two pound full Eagle light roadster, a twenty-five pound full roadster, a twenty-five pound ladies' wheel at \$85, weighing twenty-seven pounds. M. E. Meader and C. K. Anderson were in charge, assisted by F. P. Yeakel, manager of the bicycle department of E. W. Walker & Stutz Co., Ariel agents at Kansas City.

#### Stand 25.

One of the most interesting exhibits was the one made by Two Speed Bicycle Co., who showed models of their wheels for '92, '93, '94 and '95. The first wheel was a curiosity and was an ungainly looking object compared with the neat lines of the '95 model. The gears on this wheel are fifty-six and seventy-three-inch, and the change can be made by means of a little clamp on the handle bars, which works in the same manner as the brake. They get a seventy-three-inch gear with a nine-tooth rear sprocket. It is claimed that with this gear there is 28 per cent less friction than on the ordinary wheel. The machine shown weighed twenty-four pounds, and was fitted to the stand so that it could be ridden by any one who desired. J. D. Alsop, on the same stand, showed the Alsop crank hanger.

#### Stand 27.

The Black Mfg. Co. had a wheel on exhibition that was one of the lightest at the show. It weighed exactly eight pounds fourteen ounces, and was built just to show how light the Black company build wheels. The weights of the Tribune range from  $8\frac{1}{2}$  to  $22\frac{1}{2}$  pounds, and include nine models. To keep up with the times big tubing is used when so desired. L. B. Gaylor, who is in charge of the exhibit, says that the Black company

were here for business and not to exhibit freaks or other curiosities. G. I. Black, G. A. Boyer, F. A. Brand, and six or eight agents were assisting Mr. Gaylor.

#### Stand 28.

Ten models of the Ajax line were shown by Hibbard, Spencer, Bartlett & Co. They included the Varsity racer, weighing sixteen pounds, a twenty-pound Varsity at \$100, a twenty-three pound ladies' Vassar, at \$100, a twenty-five pound Courier at \$75, a  $28\frac{1}{2}$ -pound Gipsy at \$75, "Queen Mab" twenty-four-inch wheels at \$50. Boys' "Tornado" at \$50, a "Fairy," a twenty-four-inch wheel at \$40, and a twenty-three-pound Blizzard at \$40. The improvements on these lines are drop forgings, larger tubings, twenty-two different styles of frame, Raleighs petroleum crown,  $5\frac{1}{4}$ -inch tread, new handlebars with new thread on bars, wood guards on ladies' wheel, and tubular hubs. A. Bronson, and A. G. Moore were in charge.

#### Stand 21 1-2.

"It's the finest little wheel at the show," said Mr. McKee, of McKee & Harrington, as he pointed at the  $16\frac{1}{2}$ -pound Lyndhurst racer. "It's a curious fact, but we have sold more racers the past year than any other firm. Why, the month of July, we were compelled to start in and complete 100 new racers, so great was the demand for them." Besides the racer was a 21 1-2-pound semi-racer, a twenty-four-pound roadster, and a twenty-one and twenty-six-pound ladies' wheel. Rattan dress and mud guards were the chief attraction of the ladies' wheel. Messrs. McKee and Teele were in charge.

#### Stand 29.

The lines of the March have been changed considerably. The frame has been built up so that this year there is very little rake. Large tubing and hubs are used. A secret method of fixing the chain so that the chain can not climb the sprocket attracted considerable attention. Six wheels were shown by the March-Davis Co., also one tandem. The March roadster weighs twenty-one pounds, but can be brought down to  $18\frac{1}{2}$ , the ladies' diamond frame, eighteen pounds; the ladies' drop frame, twenty-three pounds; the racer, sixteen pounds; and the tandem, thirty-eight pounds. J. D. Lesley was in charge.

#### Stands 30 and 31.

The only freak machine at the show was the one shown at the stand of the Marion Cycle Co. It was built after the idea of Chas. E. Duryea. It had a triangular shaped frame, the saddle being placed at the apex of the triangle. The wheel shown weighed twenty-three pounds, but Mr. Halladay says that the weight can be reduced to fourteen pounds. Several riders who have tried this machine claim that it is very speedy and easy to ride after the sensitive steering has been overcome. There are eight machines in the exhibit of the Marion Cycle Co., ranging in weight from seventeen to twenty-four pounds, the ladies' wheel being the heaviest. Among the improvements noticed was a new detachable crank, which is operated by undoing the set nut at the top end of the crank. There is a contrivance on the crank box by which the outside plate can be unscrewed from the face of the crank box and the entire balls, cones, and cups exposed to view without taking off the crank. The chain adjustment is very simple. The chain can be tightened without affecting the bearings at all. There is also a new shaped double-fork crank, which is very strong and neat. The tubing is full size all through and the frame is reinforced at the straining points. Lew Halladay, Ralph Temple, R. M. Barwise, Harry Cody, H. W. Bennett, and Frank Padgett are in charge.

#### Stands 32, 33 and 34.

H. A. Lozier & Co. had one of the largest exhibits at the show. They had sixteen wheels on exhibition ranging in weight from seventeen to twenty-three pounds. Of course the Swell Special was the star of the booth. It weighs twenty pounds with  $1\frac{1}{4}$ -inch tubing on the lower brace,  $1\frac{1}{2}$ -inch on the top with the seat post continued tapering from  $1\frac{1}{4}$  to  $1\frac{1}{2}$  inches. The tread on the wheel is five inches. Webb fastening and thread fabric are used in the tires. Lozier will still use the old Cleveland tires, but to get a lighter weight other tires will be used. The bearings have been improved and the wheels are fitted with a new double fork crown, new spring steel cranks with new fastenings, new front and rear sprockets which are easily detachable, a new chain with hardened pins which prevents stretching, new adjustable handle bars and a new saddle. The ladies' wheel has not been changed, although considerably lighter than last year. Harry Lozier, Jr., and a full corps of assistants are in charge.

#### Stands 35 and 36.

L. W. Conkling was very proud of his five models of the Lu-Mi-Num when THE BEARINGS' man called on him last Monday. He had a fifteen-pound racer, a  $19\frac{1}{2}$ -pound light roadster with a twenty-inch frame, a  $20\frac{1}{2}$ -pound light roadster with a twenty-five-inch frame, and a twenty-three-pound roadster with twenty-three-inch frame, and a twenty-four-pound roadster with a twenty-five-inch frame. He was unable to complete the ladies' wheel in time for exhibition at the show. The St. Louis Refrigerator & Wooden Gutter Co. have perfected the castings so that they are now as





smooth as plate glass, with no blemishes or sand holes. They retain all the stiffness, strength, resiliency of last year's metal, but are now perfectly malleable. Among the attractions on the stand was a handle-bar tester and a surface plate to show that the wheels on exhibition were perfectly true.

#### Stand 37.

Geo. N. Pierce & Co. had a neat stand in which eight styles of wheels were shown. The Pierce line included Model 1, weighing from twenty-one to twenty-three pounds, and listing at \$75. Model 2 road racer weighed twenty-one pounds, and listed at \$85. Model 3, a seventeen-pound racer listed at \$90. Model 7, a twenty-eight-inch wheel weighing twenty-five pounds, listed at \$80. The Queen City line is the same as the Pierce line, except that it is built in twenty-six and twenty-four-inch wheels listing at \$50 and \$40 respectively. The star attraction of this booth was the gold-plated racer. H. May and E. C. Potter were in charge.

#### Stand 38.

Five models of the Rochester were shown by the Rochester Mfg. Co. Model A weighing twenty-six pounds, Model B twenty-one pounds, and a ladies' wheel twenty-eight pounds. These listed at \$100. There was also a nineteen-pound racer listing at \$125, and a twenty-four-pound Rochester Athlete listing at \$75.

#### Stands 39 and 40.

Five Sylphs ranging in weight from sixteen to twenty-two pounds, listing at \$100, and eight Overlands in twenty-four, twenty-six, and twenty-eight-inch wheels, listing at \$40, \$50, \$65, and \$75, formed the exhibit of Rouse, Hazard & Co. They also showed the first chain driven safety made. A twenty-two-pound Sylph is guaranteed for a 250-pound rider, and is said to be stronger than the 26 1-2-pound wheel. The last year old axle, spokes, and rims are used, but the frame has been strongly reinforced. Mr. Rouse says that the eighteen-pound Sylph will carry a 175-pound man. The twenty-one-pound ladies' Sylph, fitted with heavy road tires, was a gem. Messrs. Rouse, Hazard, W. J. Bowman, C. G. Mergenthaler, J. W. Duke, R. H. Goodridge, A. B. Hazard, and J. A. Wright were in charge. A gold-plated safety watch charm was given away as a souvenir.

#### Stands 41 and 56.

The F. F. Ide Mfg. Co. had fifteen models ranging in weight from seventeen to twenty-five pounds. They also showed two ladies' wheels, weight twenty-three and twenty-five pounds. The frames of the Ide have been entirely reconstructed and this year are built on very handsome lines. The well-known Elliptic cranks are still used, while the tread measures but 5 1/4 inches. Mr. Ide also exhibited a line of Valids. He claims to have done the first business of the show, having closed a large contract before his exhibit was in shape. Assisting Mr. Ide was H. W. Fisher and H. H. Henig.

#### Stands 41 1-2 and 55 1-2.

They pretty little souvenir given away by the Central Cycle Mfg. Co. was much sought after, but after the applicant had been given his prize he stopped to take a look at the wheels and before he went away he was an ardent admirer of the Ben Hur. Twelve wheels, ranging in weight from seventeen to twenty-four pounds list at \$85. In addition to old double diamond frame, Mr. Wainwright had on exhibition a single-frame wheel that he is pushing hard. The ladies' wheel weighs twenty-three pounds, and has large tubing, adjustable handle bars, and adjustable sprockets. E. W. Ballard is assisting Mr. Wainwright.

#### Spaces 42, 43, 44, 95 and 105.

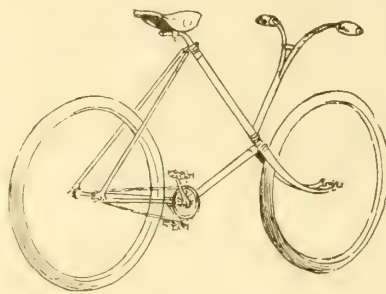
The G. & J. spaces comprise Nos. 42, 43, 44 in the cycle portion of the exhibition and Nos. 95 and 105 in the tires and accessories department. In the bicycle branch of the show they had a space thirty-three feet long by ten feet deep, including three of the regulation spaces, the entire platform being covered by an elegant carpet and enclosed by a handsome nicked railing. At the back the railing extended up some seven feet, and was capped at the top by an elegant sign hand-painted on velvet. The machines were all elevated some three feet off the floor—some of them placed in handsome stands containing a single machine each—others in a new stand just brought out by this house and very suitable for exhibition work, being so fitted as to carry in one pattern four bicycles suspended at convenient height for careful inspection, and another pattern containing two bicycles—one on each side—and a third one at the top. These stands will contain not only single machines, but will also carry a tandem quite as conveniently. Instead of enameling these stands in the regulation black enamel, they were finished in pearl gray. The exhibit is surrounded by a handsome wine-colored curtain suspended from the nickel-plated railing and reaching to the floor, forming a very handsome background for the pearl gray of the stands and bringing the whole exhibit into high relief.

The bicycle line exhibited consists of Ramblers Nos. 10, 11, 12, 14, Models C, D, and E and three types of tandems—one racing, one combination and one gentlemen's, and a single steering quad weighing 73 1-2 pounds.

The improvements on the '95 Ramblers are an improved hollow fork crown, improved fork ends, tubular rear fork braces, tubular brake lever, improved pedals, improved wheel bearings, improved steering head adjustment, and re-inforced handle bars.

In the tire department, in spaces 95 and 105, opposite the connecting gallery between the two shows was the G. & J. tires and accessories exhibit. They showed the G. & J. tire in steel and wood rims in all sizes and diameters, such as have been previously illustrated and written up in these columns. In addition they show also sets of heavy G. & J. tires in steel

rims, such as are made for carriage manufacturers to apply on broughams, phaetons, etc. In the saddle line they showed a most complete one, which embraced the rigid frame type, the elastic frame type and the semi-elastic frame type in boys', girls', men's, youths', and ladies' patterns such as are supplied on all Ramblers and manufactured by G. & J. for their wholesale and jobbing trade. In the lamp line, although the number of their line has



*The Temple freak.*

been considerably reduced, they have improved over previous patterns. The Parabolic No. 2, weighing fifteen ounces and the Parabolic No. 3, weighing thirteen ounces, are now made to burn kerosene only, the body of the lamp serving as its chimney, and the wick giving out a clear bright flame. Both are fitted with the improved device for lighting the lamp without opening it, while the machine is in motion. In a cheaper lamp they showed the Star, made substantially on the lines of the

Parabolic, but more simple in its parts and without the lighting device—a good substantial lamp and very neat in appearance. In bags they showed the regular G. & J. '95 bag clamped on the top bar of the frame by aluminum brackets and carrying all the tools in neat little compartments, so arranged that they can be easily removed without dismounting from the machine. Also a line of bags in standard models, all pendant from the upper frame and all in the telescopic models.

#### Stands 45, 45 1-2, and 46.

The well-known Victor line was shown in this space by the Overman Wheel Co. There were eight models, ranging in weight from twenty to twenty-five pounds, including one of the prettiest ladies' wheels to be seen at the show. Messrs. C. R. Overman, R. D. Garden, P. O. Rudy, Scott, and Weston are in charge, and show the new crank shaft on the Victor. The pedals on this year's wheels are of new design, being smaller with the new side adjustments. Single and double tube tires are fitted to the wheels, which are finished in black enamel.

#### Stands 47 and 48.

One of the prettiest stands at the show was the "pagoda" of the Yost Mfg. Co. where the famous gyr falcon was on exhibition, under the charge of Gus Steele, the toy racing man. Gussie was dressed as a little Japanese boy and showed the fine points of the Falcon Mascot. The pagoda was made of rattan work, gaily decorated with Japanese lanterns. Six wheels were artistically grouped around including the No. 4 gold-crank Falcon roadster weighing twenty pounds; No. 4 1-2 weighing eighteen pounds; No. 3, 24 1-2 pounds; No. 8 with a 23 1-2 inch frame; the gold-crank Falconess, 27 1-2 pounds; the Heavenly Twins, a twenty-six-inch ladies' and boys' wheel. The No. 3 and No. 8 list at \$100. The improvements as shown by W. C. Brewer, who was in charge, were: A new method of adjusting the sprockets, adjustable front and rear sprockets, adjustable saddle post and Yost tires. John A. Black, G. W. Madison, I. M. Houk, and W. B. Young, of Kansas City, assisted Mr. Brewer.

#### Stand 49.

Gentlemen's wheels weighing from twenty-four to twenty-eight pounds and ladies' wheels weighing twenty-five to thirty-one, all listing at \$100 were exhibited by the Derby Cycle Co. The well-known double diamond frame has been retained, while many other improvements were noticed. The celebrated Pease tires were attached to all wheels.

#### Stands 50 and 51.

The well-known Featherstone line was shown here. Twelve wheels were on exhibition including the Road King, weighing from 17 1-2 pounds to twenty-four pounds; the Road Queen weighing twenty-nine pounds; the Duke, twenty-eight pounds; and the Duchess, thirty-three pounds. Twenty-six-inch wheels were shown as follows: Twenty-five-pound Prince and twenty-nine-pound Princess; the twenty-four-inch Middy weighs twenty-three pounds, and Midget twenty-seven pounds. The whole line has been reconstructed. The improvements on the Road King are the improved and narrow tread, larger tubings, higher frames, and lighter weight. The military wheel that was used in the living pictures was furnished by the A. Featherstone company. D. W. Caswell was in charge.

#### Stands 52 and 53.

A full line of famous Eagle cycles were shown by the Eagle Bicycle Mfg. Co. The celebrated aluminum rims were fitted on all wheels. The machines have been greatly lightened, the racer being a little gem, while the ladies' wheel has been changed somewhat, the braces of the drop frame being fastened to the crank shaft in a very novel manner. The Eagle company also exhibited a handsome tandem built on graceful lines, which looked to be very speedy.

#### Stand 51 1-2.

The Plymouth Cycle Mfg. Co. had an excellent exhibit consisting of the following: Smalley Special, in two heights of frame, weight twenty-one pounds, price \$100; light roadster, weight twenty-four pounds, price \$100; ladies' Smalley, weight twenty-seven pounds, price \$100; ladies Special, weight twenty-three pounds, price \$100; track racer, weight seventeen



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It wins a  
It suits a  
It beats a

# THE MONARCH IS KING



At the Cycle Show the

MONARCH

is the Cynosure of all Eyes.



# MONARCH

Factory and Main Office

Retail Salesroom, 280 W

Eastern Branch: 97-99 Reade Street, New York, T  
Pacific Coast Branches: San Francisco, Los Angel  
Other Branches: Detroit, Denver, Portland, Salt L



hearts.  
purses.  
makes.

# MONARCH ING!



The more you say, the less  
folks remember.

One word with you: "MONARCH."

## CYCLE Co

ake and Halsted Streets,

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MENTION THE BEARINGS









It wins all hearts.  
It suits all purses.  
It beats all makes.

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At the Cycle Show the  
MONARCH  
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The more you say, the less  
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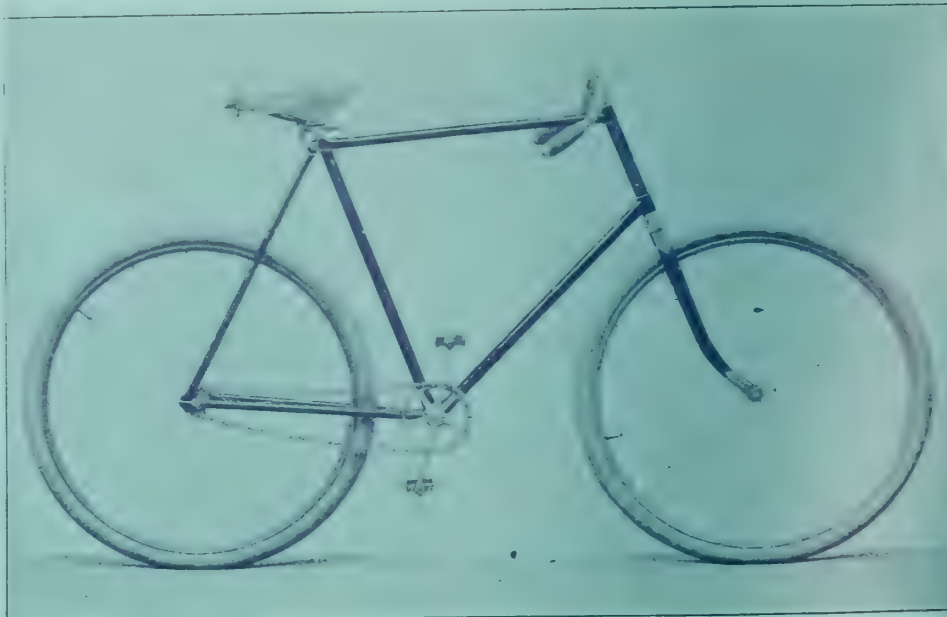
Other Branches: Detroit, Denver, Portland, Salt Lake City.

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Losing  
Weight  
But no  
Weaker.



THOUGH THE THISTLE WHEEL HAS BEEN STRIPPED  
OF POUND AFTER POUND YEAR AFTER YEAR, IT'S EVEN  
STRONGER THAN IT EVER WAS BEFORE.

The  
**LIGHT RUNNING THISTLE BICYCLE**

REPRESENTS YEARS AND YEARS OF HEADWORK—DAYS  
AND DAYS OF HANDWORK—IS EXCELLENT IN EVERY  
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**ARE GOOD TIRES**

**75**

# WORLD'S RECORDS.

**ALL ON MORGAN & WRIGHT TIRES.**

J. S. Johnson on a Stearns fitted with M. & W. Tires.

1—1-4 mile flying start	:23
2—1-3 mile	:32 2-5
3—1-2 mile	:51 2-5
4—2-3 mile	1:11 4-5
5—3-4 mile	1:21
6—1 mile	1:47 3-5
7—1 1-4 miles	2:25 2-5
8—1 1-3 miles	2:34 4-5
9—1 1-2 miles	2:53 4-5
10—1 2-3 miles	3:13 2-5
11—1 3-4 miles	3:23 2-5
12—2 miles	3:54 2-5
13—1-3 mile standing start	:39
14—1-2 mile	:55 1-5
15—2-3 mile	1:16 1-5
16—3-4 mile	1:24 1-5
17—1 mile	1:52 1-5
18—2 miles	4:01
19—2 1-2 miles	5:09 1-2
20—3 miles	6:09
21—3 1-2 miles	7:11 2-5
22—4 miles	8:15 2-5
23—4 1-2 miles	9:19 2-5
24—5 miles	10:22 3-5
25—1-4 mile straightaway	:21 2-5
26—1-2 mile	:46 4-5
27—3-4 mile	1:11 4-5
28—1-4 mile unpaced	:27 4-5
29—1-2 mile	:55 3-5
30—3-4 mile	1:26 2-5

H. C. Tyler on a Union fitted with M. & W. Tires.

31—1 1-4 miles standing start	2:30 1-5
32—1 1-3 miles	2:40 3-5
33—1 1-2 miles	3:00 2-5
34—1 2-3 miles	3:22 1-5
35—1 3-4 miles	3:32 2-5
36—1-2 mile flying start unpaced	:54 1-5
37—3-4 mile	1:32 2-5
38—1 mile four lap track	2:03 1-5

A. Gardner on a Thistle fitted with M. & W. Tires.

39—1-3 mile flying start unpaced	:38
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C. S. Erswell on a Stearns fitted with M. & W. Tires.

40—1 mile standing start straightaway unpaced	2:04 2-5
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P. Vonboeckman on a Dorsett fitted with M. & W. Tires.

41—1-3 mile straightaway unpaced	:36 2-5
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H. Davidson on a Brantford fitted with M. & W. Tires.

42—1-4 mile flying start "A"	:24 4-5
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43—1-2 mile "A"	:52 4-5
44—1-4 mile standing start	:30
45—1-3 mile	:40
46—1-2 mile	:58
47—1-4 mile flying start unpaced	:28 1-5

Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

48—1 1-4 miles flying start "A"	2:36
49—1 1-3 miles	2:45 2-5
50—1 1-2 miles	3:05 2-5
51—1 2-3 miles	3:26 2-5
52—1 3-4 miles	3:36 4-5
53—2 miles	4:07 2-5

E. E. Anderson on a Stearns fitted with M. & W. Tires.

54—1-4 mile flying start unpaced "A"	:26 4-5
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Gardner and Bainbridge on a Union Tandem fitted with M. & W. Tires.

55—3-4 mile flying start	1:23 1-5
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O'Connor and Rhodes on a Stearns Tandem fitted with M. & W. Tires.

56—1-2 mile flying start unpaced	:55
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Callahan, Murphy, and Kennedy on a Stearns Triplet fitted with M. & W. Tires.

57—1-4 mile flying start	:23
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Kennedy, Murphy, and Saunders on a Stearns Triplet fitted with M. & W. Tires.

58—1-4 mile standing start	:30 1-5
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59—1-3 mile	:40
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60—1-2 mile	1:00
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61—2-3 mile	1:20 1-5
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62—3-4 mile	1:31
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63—1 mile	2:01 4-5
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Callahan, O'Connor, Seavey, and Rhodes on a Stearns quadruplet fitted with M. & W. Tires.

64—1-4 mile flying start	:23
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Kennedy, O'Connor, Seavey, and Rhodes on a Stearns Quadruplet fitted with M. & W. Tires.

65—1-4 mile standing start unpaced	:26 1-5
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66—1-3 mile	:35
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67—1-2 mile	:55 2-5
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68—2-3 mile	1:15
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69—3-4 mile	1:23 3-4
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70—1 mile	1:54
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W. DeCardy on a Syracuse fitted with M. & W. Tires, on the road.

71—10 miles standing start	24 13 1-2
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72—15 miles	37 38
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73—20 miles	50 38
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74—25 miles	1 03 52 1-2
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Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

75—15 miles competition	41 25 1-2
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**MORGAN & WRIGHT,**  
**CHICAGO.**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**



pounds, price \$1.25; Buck racer, weight nineteen pounds, price \$125; Model 1894, weight twenty-five pounds, price \$100; roadster, weight twenty-eight pounds, price \$100.

#### Stands 54 and 55.

There were four men who signed (Jr.) after their name in charge of the A. F. Shapleigh Co. A. F. Shapleigh, Jr., M. F. Dirnberger, Jr., C. H. Hilton, Jr., and M. T. Brain, Jr. They exhibited the full Syracuse line for which they are agents and had quite a curious tandem with a four-inch tire weighing but thirty-seven pounds with a  $\frac{1}{4}$ -inch tread in front and  $\frac{5}{8}$  in the rear. Their medium-grade line was the Rugby built for the Shapleigh company by the Crawford Mfg. Co. It includes twenty-eight-inch wheels weighing twenty-six pounds at \$75, twenty-eight-pound wheel at \$65, twenty-eight pound, twenty-six-inch wheel at \$50, and twenty-four-inch Juvenile.

#### Stands 57, 58 and 59.

E. C. Stearns & Co's stand was one of the best looking at the show. A handsome brass pavilion, gayly decorated with the Stearns color—yellow—with incandescent lights scattered here and there, made a very pleasing picture. The quad, triplet, and tandem used in pacing Johnson when he broke the records were constantly surrounded by curious sight-seers. The quad weighs 110 pounds, the triplet seventy pounds, and the tandem thirty-three pounds. Besides these there were eight other wheels, including the following: Model A, 21½ pounds; Model B, twenty-seven pounds, all on; Model C, ladies' drop frame, twenty-two pounds; Model D, ladies' diamond frame, nineteen pounds, with a twenty-two-inch frame. All of the Stearns

sible weight, being made of finest grade steel and hardened throughout and highly finished. The comparison of change in gears is very interesting. The sizes of the crank shaft spring and hubs has been greatly increased. All sharp angles have been removed, and the strain brought to a point where the greatest strength is obtained with the least possible weight. Yet with these reduced weights the company will use  $\frac{3}{8}$ -inch steel bolts in the crank shaft and 5-16 inch balls in their rear hubs. The combination of crank shaft, bracket cranks, and crank bearings is proving to be one of the most interesting features of the entire show. Crank pins and nuts, the nuisance in bicycles for years, are now entirely done away with. The cranks can be removed without wrench or screwdriver in less than a minute by any one."

#### Stand 62 A.

While this was the smallest space at the show, yet it was one of the most attractive. The National Sewing Machine Co. showed six machines, a sixteen-pound Eldridge racer, a twenty-three-pound Eldridge roadster, a twenty-pound Eldridge roadster, an eighteen-pound Belvidere, and a sixteen-pound juvenile wheel. The list price on the Eldridge is \$100 for the road wheels, \$125 for the racer, \$90 for the Belvidere roadster, and \$115 for the racer. One noticeable feature of this wheel was the wood rim, which is fitted with patented eyelets at the spokes, which make the rim absolutely waterproof and also strengthen it. One wheel was finished in indestructible enamel, which added greatly to its beauty. For this wheel \$125 is charged. The rear hub is turned of solid bar steel,  $\frac{1}{4}$  and 3-16 inch balls are used throughout. The tread measures  $\frac{5}{8}$ -inch on all the wheels. J. A. Windsor, Jr., the Chicago representative, A. C. Thompson, of



models are made in twenty-two, twenty-four and twenty-five-inch frames. There is a  $\frac{1}{4}$ -inch tread on all wheels, including the tandem. The head measures nine inches. The pedal on the '95 Stearns has been greatly improved. Messrs. Maslin, Wilcox, Tuttle, Jordan and Lear are in charge.

#### Spaces 60, 61, and 62.

Eighteen wheels in all sizes and weights were shown by the Pope Mfg. Co. The Columbia line is so well known that a more detailed description is not necessary. The double frame has been abandoned, and all of the Columbias are now built with handsome single frames. The models on exhibition range in weight from 17½ pounds up to 21½ pounds. The tandem shown weighs thirty pounds. Besides the Columbia there are six models of the Hartford. Colonel Pope, Geo. H. Day, and a number of salesmen are in charge.

"We are showing a collection of hubs from '88 to '95 inclusive," said Mr. Geo. H. Day. "The '88 hub was the first one used on the safety machine and weighs two pounds six ounces. From that day to the present time, each year shows a gradual reduction in weight until now in 1895 the hub has been reduced to greater strength and weighs only nine ounces.

"In the crank shaft and bracket, which is made from the steel forging, the weight of stock given is five pounds five ounces. Samples shown illustrate the different parts on this piece until completed, when it weighs 10½ ounces. Another interesting feature of the Pope company exhibit, is a collection of gears and chains since 1888, commencing with the tricycle gear and chain, and leading on to the safety bicycle with chain and weight. The chain which is used on their '95 wheels has been reduced to the lowest pos-

sible weight, being made of finest grade steel and hardened throughout and highly finished. The comparison of change in gears is very interesting. The sizes of the crank shaft spring and hubs has been greatly increased. All sharp angles have been removed, and the strain brought to a point where the greatest strength is obtained with the least possible weight. Yet with these reduced weights the company will use  $\frac{3}{8}$ -inch steel bolts in the crank shaft and 5-16 inch balls in their rear hubs. The combination of crank shaft, bracket cranks, and crank bearings is proving to be one of the most interesting features of the entire show. Crank pins and nuts, the nuisance in bicycles for years, are now entirely done away with. The cranks can be removed without wrench or screwdriver in less than a minute by any one."

#### Stand 62 1-2.

Seven models of the Warwick were shown by the Warwick Cycle Co. including two ladies' drop frames, weighing twenty-two and twenty-six pounds respectively. One ladies' diamond frame weighed twenty pounds, the roadster twenty, and another roadster twenty-four pounds, and the racer seventeen. All of the wheels had vermilion rims. New combination pedals, a five-inch tread, double crown forks and a new head adjustment were the features. A. O. Very and T. T. Cartwright were in charge.

#### Stand 63.

The Kenwood Bicycle Mfg. Co. will show five wheels with double tube and single tube frames. There were two wheels with single tube frames, one with the famous double truss frame and two ladies' wheels, one with a double straight frame and the other a drop. The path racer weighed 18½ pounds, the road racer 21½ pounds; the drop frame ladies' wheel twenty-six pounds and the other twenty pounds. On this year's Kenwood the right and left screw fastenings are used on the rear sprocket. They also have new adjustable cone fastening and twenty-two, twenty-four and twenty-six-inch frames; eight, ten, and twelve-inch heads and  $\frac{5}{8}$ -inch tread. The Union pedal is used exclusively. The Kenwood people announce that they will use any make of tires desired.

#### Stand 64.

Six Phoenix wheels ranging from nineteen to twenty-five pounds were shown by the Stover Mfg. Co. The racer weighs seventeen pounds; the



## AND OUR TANDEM

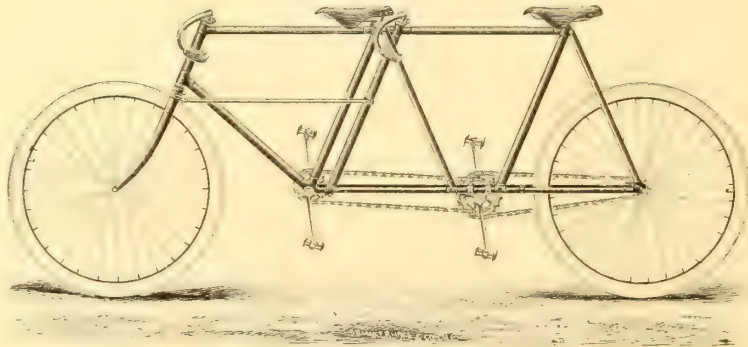
Of all the bicycles built "for two," the Crimson Rim Tandem took the palm. Admired alike by tradesmen and riders, it was the prince of them all at the Chicago Cycle Show.

# SYRACUSE BICYCLES

Are the embodiment of all the thoroughly skillful features of high standard construction.

**THEY ARE THE READIEST SELLERS ON THE MARKET**

Their bright and glowing Crimson rims gave them a pretty and striking appearance. Proud as a peacock they stood aloof and magnetized the crowd.



Weight 36 lbs. Price \$150.

Send two 2-cent stamps for the handsomest catalogue issued.

Southwestern Distributors,

**A. F. Shapleigh Hdw. Co.,**

ST. LOUIS, MO.



Manufacturers,

**SYRACUSE CYCLE CO.,**

Syracuse, N. Y., U. S. A.



"AA," twenty-three; the "A 1," twenty-one; ladies' twenty-five pounds, and a special nineteen pounds. Large tubing, a double crown, and 5½-inch tread were the features. A. S. Miller was in charge.

## Stands 65 and 66.

The crowd that passed the booth of the Syracuse Cycle Co. did not have the opportunity to watch the "sunlight gleaming on the crimson rims" because there wasn't any sun to cast any rays, but this did not prevent the exhibit from being an interesting one. Ten wheels, most of them finished in crimson enamel, were on exhibition. They included six models. The road wheel, the pacer, weighed twenty-three pounds and listed at \$100. The special, the one they are so proud of, weighs twenty pounds, and lists at \$125. The racer was a little beauty, the one shown weighing fifteen pounds. The ladies' Thelma was fitted with very unique dress guards and weighed twenty-two pounds. Upright ram's horn bars of peculiar shape make the wheel a sort of curiosity. Twenty-six-inch wheels are used on all of these models. The Syracuse company had a dissected wheel to show the methods of re-inforcement. J. C. Bowe and W. D. Hawley did the talking.

## Stand 67.

Two tandems were shown by W. H. Wilhelm & Co. The tandems weigh forty-five and forty-seven pounds. The features on them are a new front chain adjustment and a new steering arrangement. The single wheels were in four models ranging in weight from nineteen to twenty-six pounds. The new detachable sprocket, dust-proof bearings and new hub were the features. The list price on the tandems is \$125, and on single wheels, \$100. Harry Wilhelm, G. D. Packer, T. J. Heller, L. Barsuglia, and W. J. Wilhelm were in charge.

## Stands 67A and 77A.

Seven Remingtons were shown by the Remington Arms Co. They are a twenty-two-pound road racer at \$100; a twenty-five-pound light roadster at \$90; a twenty-eight-pound full roadster at \$75, and a \$50 juvenile wheel fitted with twenty-six-inch wheels. The Remingtons are made in two heights of frames, twenty-two and twenty-five inches, and were fitted with Palmer and Dunlop tires. Among the improvements noted were four and

five-inch frames, 5½-inch treads, detachable crank and a new seat post. Fred Patee, W. C. Marion, C. F. Smith, A. D. Black, H. S. Thurber, S. D. Ladd, M. H. Burt, Lee Greenleaf, Will Graham, W. T. Gardner, W. S. Spratt, and J. J. Landis were in attendance.

## Spaces 69, 70, 75 and 76.

Two huge lions guarded the spaces occupied by the Monarch Cycle Co. They were not the only ones in the booth as J. P. Bliss and A. E. Lumsden, the racing men who have lately signed with the Monarch Co., were there assisting Mr. Richardson in showing fourteen wheels ranging in weight from sixteen to twenty-five pounds. There were five different models, two ladies' and three gentlemen's wheels. One of the features of this exhibit was a wheel finished in hemlock bark which gave it the appearance of being a wooden bicycle. On each side of the exhibit is a huge case in which nicked Monarchs were shown. Between the spokes of the wheels were electric lights and as they constantly revolved, they make one of the prettiest pictures imaginable.

## Stands 71 and 74.

The huge sign gayly decorated with incandescent lights attracted attention at the stand of the Hill Cycle Mfg. Co. and large crowds keep Frank Fowler busy telling about the Fowler. He has on exhibition the roadster weighing from twenty-two to twenty-four pounds, Bantam, 19½ pounds; ladies' special diamond frame wheel, weighing twenty pounds; seventeen-pound King Bee racer, and a twenty-five-pound ladies' wheel. These are all finished in black and wine handsomely striped. Every adjustment of the wheel can be made with the fingers. Only two-sized nuts are used on the wheel and the front and rear sprockets are changable. The stand was the headquarters for the *Fowler Truth* and a daily edition has attracted a good deal of attention. F. T. Fowler and C. O. Larson were in charge.

## Stands 72 and 73.

"One of the finest" guarded one corner of the Union Cycle Co.'s exhibit. People wondered why he was there, but one glance at the treasure he was guarding showed that the Union company had a long head. In the handsome glass case was the \$1,000 slab of gold presented by Morgan & Wright to the man making the fastest unpaced mile of the year on Morgan & Wright tires. This was captured by Harry C. Tyler on a Union, and of course the Union people took a good deal of pride in showing the trophy. The Union company had a twenty-six-pound model A, a twenty-pound "Crackajack," and a twenty-pound improved Special on exhibition. The Union patented exclusive reinforcements were the features. John W. McDowell, O. W. Temple, J. P. Lowrie, J. Reiter, and H. C. Tyler were showing off the fine points of the Union.

## Stand 78.

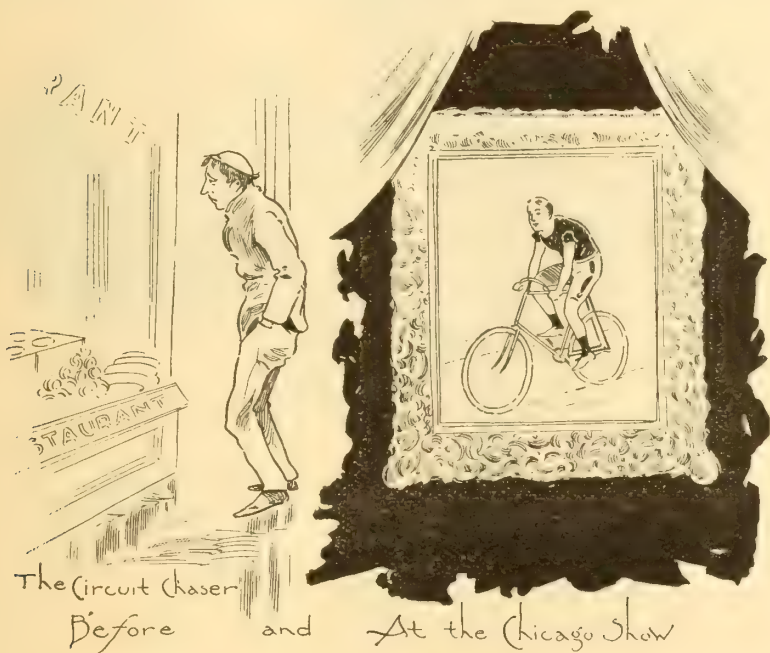
Probably the lightest wheel at the show was an eight-pound Munger shown by the Munger Cycle Mfg. Co. It was perfect in every part and Fred Dickinson claimed that it had been ridden on the road. Besides this dainty piece of mechanism the Munger people had seven other wheels. Two of them had 3½-inch treads and were fitted with twenty and twenty-two-inch wheels respectively. The ladies' wheel on exhibition weighed twenty-one pounds all on; the roadster twenty pounds, and the light roadster nineteen pounds. These list at \$125. The eighteen-pound racer list at \$135, and the sixteen-pound racer at \$150. The exhibit was completed by a seventeen-pound ladies' diamond frame wheel. Among the new features of the Munger are the adjustable handle bar and a sprocket that can be detached by the removal of one nut. F. S. Dickinson, L. D. Munger, and A. Bruner were in attendance.

## Stands 79 and 80.

H. E. Raymond, chairman of the Racing Board, was the star attraction at the booth of the Sterling Cycle Works. He was there to talk Sterling, and had with him a large corps of assistants, including Messrs. Field, Brown, Ollier, Toie, and Nicolet. President Dickerson looked in occasionally. The booth of the Sterling company was very gaily decorated. A huge velvet covered board running the whole length of the space was covered with portraits of prominent racing men. Above this was a sign made of incandescent lights bearing the legend "Built like a watch." Eleven wheels were shown which included five models weighing nineteen, twenty, twenty-one, twenty-three, and twenty-five pounds. The twenty-one-pound wheel is the ladies' diamond frame and the twenty-three-pound the ladies' drop wheel. The improvements shown on the Sterling wheel were the new front fork, six-ounce pedals, 5¼-inch tread, a barrel crank hanger, and corrugated hubs.

## Stand 81.

J. Willard Parker had the exhibit of the Niagara Cycle Fittings Co., Buffalo, N. Y. It was very complete, showing pretty nearly everything in the way of sundries in this line. They had one exhibit of bicycle balls which comprises over a half a million in all varieties and sizes. They showed the Niagara pedals including the feather weight weighing four ounces each, claimed to be the lightest pedal made. The Niagara saddles, including the twelve-ounce saddles, were also claimed to be the lightest. Swaged spokes of their own manufacture and nipples made by themselves were also shown. The gossamer mud guards, which have become so well known during the past season, were features. They represent the Excelsior company, makers of steel balls, and the Buffalo Drop Forging Co. They are giving out to the trade a souvenir pocket comb in a case and exhibit a machine showing the



five inch tread on the road wheels. The cranks are set at right angles, and are made in the form of a bayonet. The ladies' wheel weighs twenty-five pounds, and has a 4¾-inch tread, fitted with aluminum dress guards. F. J. Reville, J. W. Schofer, and W. A. Shepard were in charge.

## Stands 67 1-2 and 77 1-2.

W. A. Neff and James Josephi show a sixteen-pound track racer, twenty-one-pound road racer, a twenty-five-pound light roadster, a twenty-seven-pound full roadster, a twenty-four-pound ladies' wheel, and a twenty-eight-pound ladies' wheel. They also have an unfinished wheel which shows how all the parts of the triangle are constructed. Among the improvements are new seat posts and adjustable detachable sprocket and crank, detachable rear sprocket and changeable handle bars, whereby twenty different positions may be obtained. Cleveland Loop and New York belting and packing tires are used. The Peerless Co. also show a sixteen-pound racer which was built to the order of James K. Polk, grandson of ex-President Polk.

## Stands 68 and 77.

Many expressions of admiration were heard when the Waverley line was shown to the public at the stand of the Indiana Bicycle Co. A handsomer wheel than the Waverley would be hard to find in the huge building. The price, \$85, also appeals to the public and the stand was constantly crowded with agents who knew a good thing when they saw it. Eight wheels were shown, including one that weighed 12½ pounds. The regular ladies' wheel weighed twenty-three pounds, the ladies' Bloomer twenty pounds, the Scorcher twenty-one to twenty-two pounds with twenty-three and twenty-



crushing strain on wheel balls. This machine is a novelty in its way and is termed the Excelsior Squashimeter.

**Stand 82.**

The Simonds Rolling Machine Co., of Fitchburg, Mass., were represented by J. B. G. Gay. Balls and forgings for bicycles made by this firm are claimed to be the best in the world. As their customers back them up universally they are willing to let the well-known qualities of their goods speak for themselves. On these goods, gold medals have been received at the Franklin Institute, Philadelphia, 1888; World's Exposition, at Paris, 1889; and at the World's Columbian Exposition in 1893.

**Stand 83.**

The Reed & Curtis Machine Screw Co., Worcester, Mass., showed pedals, screw machine, oil extractor, and ball cases. The firm is making a run on special pedal rubbers for use on any rat-trap pedal. They have sold many thousands in the past year.

**Stand 84.**

The Spaulding Machine Screw Co., of Buffalo, N. Y., were represented by A. G. Crosby, of Chicago, and J. H. Dodson, of the Dodson Mfg. Co., Chicago. Wood rims were shown in which the Dodson patent joint is used. The Morris chain has ball bearings and is guaranteed not to stretch one-eighth of an inch in a year. They also showed sheet steel stamped pedals, balls and saddles. The Dodson company show a line of toe clips two ounces, detachable lamp bracket and foot pumps.

**Stand 85—East Half.**

Otto Cullman, of the Cullman Wheel Co., of Chicago, takes great pride in a line of tubular hubs of his manufacture weighing eleven ounces to the pair. To all appearances these are first-class goods.

**Stand 85—West Half.**

C. J. Whipple & Co., of Waterloo, Iowa, exhibited a novelty in the way of a bicycle slide of which they are sole agents in the United States and Canada. This device consists of a small and light runner with attachment that takes the place of the front wheel. The rear wheel of the machine is wrapped with canvas, which in turn is wrapped with a fine wire to hold the strips in place and to protect the rear tire and prevent slipping. The machine may be used when fitted up for either ice or snow and its speed will compare favorably with the regularly equipped bicycle. The machine has been placed to test in England and the company claim to be risking nothing in trying it. It is so arranged that the pivot point is on the toe part of the runner. In this way a comparatively short curve can be made. The attachment weighs seven pounds and sells for \$15.

**East Half of Stand 86.**

Arlington U. Betts & Co., of Toledo, Ohio, show the celebrated line of Red Cross specialties, well and favorably known in all portions of the United States. There are several new articles in the line for the coming season, including handle-covers of rubber with a covering of cork; grips, polishing mittens, and a lubricant that never dries. The tubes of wood-rim cement are larger and are hermetically sealed. The cement has been greatly improved over last season. Mr. Betts has prepared patches and inserted plugs and tire laces.

**West Half of 86.**

The Rockford Tool & Sundry Mfg. Co. show a fine line of stampings, plain and bent, and universal brackets that can be placed on the forks at any point by a detachment on it. They also have a novel spring for saddles which is worked on a ratchet by a key and slotted tool. With this the saddle can be easily stiffened when it stretches by a simple twist of the tool which enters the whole in one spring, and is braced against the notch on the other spring. This is a novel device, and should be a popular adjunct to many saddles of the day.

**Stand 87—East Half.**

R. C. Whayne and E. J. McCurdy, of the Whayne Mfg. Co., of Louisville, showed a line of goods that was very attractive and handsome. They claim to be the only manufacturers in the building from the south. Their line included a very neat foot-brake which is so very powerful that a member of their working force met with an accident from its first testing. It is a flat piece of steel and is pressed downward by the foot rest used in coasting, the attachments being of nickel ware. They also show an adjustable lamp bracket and bicycle tools in dongola, tan, kangaroo, and calf.

**Stand 87—West Half.**

W. F. Wright is in charge of W. S. Frazier & Co.'s exhibit showing floor pumps. The floor pump has a right-angle connection, throwing the rubber tube into position at the outset, and having a guide on the inner side which prevents the top working loose under motion. The Capitol Mfg. Co. are also exhibitors, showing sundries.

**Stand 87 1-2.**

The Kalamazoo Cycle Co., of Kalamazoo, Mich., had M. E. Blood and H. M. Kindle on the stand. This company showed the well-known line of Kalamazoo baby-carriers, child's seat, and luggage carriers of all styles and descriptions.

**Stand 88.**

The Braddock Hose Supporter Co. show ladies' hose supporters, skirt holders, gent's hose supporters for the shoulder, and for attaching at the

belt and suspenders. They claim a great many special features for their line of goods and the fact that orders are coming in rapidly is the best recommendation for their goods.

**Stands 88 and 89.**

The Elastic Tip & Tire Co., of Boston, the Chicago Tip & Tire Co., and the Snell Cycle Fittings Co., of Toledo, combined in exhibiting in these stands, and the name of J. S. Leng's Son & Co. appear as New York and Toledo agents for the Snell goods. It was a double stand with an aisle through the center and a neat rail made of Shelby tubing, nickel plated. There was a desk and a complete office on each side of the aisle, and customers were given a royal reception. At the back of each stand were large cases containing sample lines of the Sager and Garford saddles, lamps, and a complete line of sundries. Two huge glass jars containing rubber cement in one and wood rim cement in the other, were shown. In the lamp line, the Flash Lamp was exhibited, which is something new. It is round and the same as a search light, being one of the most powerful lamps ever shown the trade. It burns kerosene and is built in the very strongest manner, so that the most excessive heat can not melt it down.

The Lobdell wood rims are shown also. Another feature of the exhibit was a full line of forgings for boys' wheels, this being of the highest grade. The company claimed that this is the first line of forgings of this character placed on the market and makes possible a high grade boys' wheel. The frame as joined is made entirely from parts handled by the firm. A very complete line of lamps was exhibited and arranged upon the four sides of a square stand. Another feature was the adjustable handle bar, something



new on the market, the handles being held in place by corrugation and adjustment being by the bolt on the inner side of the bar. This is so simple that it is cheap, and the handle bars so made may be sold as low in price as any other bar. Messrs. Dan Pratt, of Boston, Ben Pratt, of Chicago, J. A. Jochum, traveling salesman, and Mr. Nelson were in charge of this exhibit.

**Stands 90 and 91.**

The New Departure Bell Co., Bristol, Conn., had arranged on a velvet background their name in large letters, made up of the gong part of bells. There were 479 bells in all used in this exhibit, and a brass railing which surrounds the stand has 697 bells on it, which are at the mercy of the many visitors that pass the stand. A wheel that is covered with bells and can be revolved included the complete line of samples. The stand is well carpeted and very attractive in its make-up. A. F. Rockwell, C. W. Mallory, and C. A. Hoaglund are on the stand. The Midget bell has been greatly improved and now can be had with a milled-edge wheel inside of the lever. This bell weighs three ounces and with single stroke two ounces. The balance of their line is about the same as last year. They also show a full line of Lucas lamps lighter than in previous years, including seven distinct styles. The city fathers of American cities can make this firm wealthy if they will but push the lamp and bell ordinances as they have been doing.

**Stand 92 1-2.**

G. W. Cole & Co., of Chicago and New York, are showing the "3 in 1" combined, the name of which is copyrighted and for which many qualities



# Arrow! Rex! Climax!

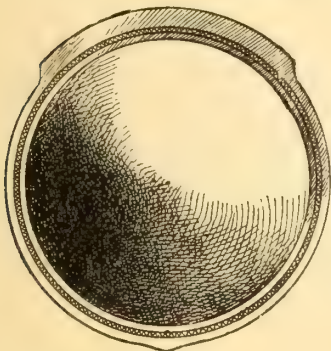


**THE ARROW** is the best mechanically fastened Pneumatic Tire manufactured, and the ONLY practical one.

## HOW TO OPERATE THE ARROW PNEUMATIC TIRE.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible.



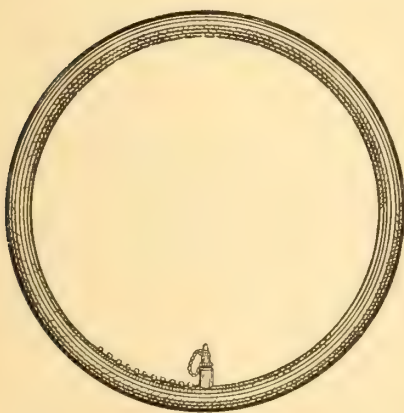
## CLIMAX

Our Climax Pneumatic Tire has a separate casing and inner tube and cements on the rim. It is made of the very best Old Fine Para Rubber, carefully compounded with only enough sulphur to properly vulcanize it, and stands the greatest possible amount of wear and hard service.

This form of tire is very popular. Price and quality considered, it is the cheapest tire on the market. But not a cheap or competition article. We make only high-grade goods, and any bicycle tire bearing the name of this company is first-class in every respect. The utmost pains are taken in its manufacture to obtain a most excellent finish, strength and resilience not being sacrificed.

Each tire is fitted with our Superior Pure Para Air Tube, a full description of which is given elsewhere in this book. We very strongly recommend these tires to manufacturers, dealers, repairmen, and riders.

Our guarantee is a strong one.



## REX ROAD TIRES

The Rex Road Pneumatic Tire, as manufactured by us, has a separate casing and inner tube, is laced in one place, also cements on the rim. This tire is very strong, light, and beautifully finished. Although strong, it yields to pressure at all points. They weigh two and three pounds per pair, and are fully guaranteed for road purposes.

The two-pound Rex is an excellent racing tire; is very lively, and will not burst, neither will it puncture easily. The so-called lighter racing tires, made of loose fabric or strings, are very unreliable and give out at the most critical periods. Unlike the latter tires, when punctured the difficulty can be easily located, and when repaired are permanent. The air cannot follow porous places.

The three-pound tires are most excellent for all road purposes, and are more resilient than any other manufactured.

The Superior Pure Para Air Tube is used in every tire together with our Superior Air Valve. To those who want a strong resilient tire of lightest possible weight, consistent with strength, we highly recommend our Rex Road Tire.

**COMET.** We also manufacture a cheaper tire branded Comet. They are strong, resilient and durable.

Attractive advertising supplied free, bearing agent's name.

Send for information and circulars.

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

Mention The Bearings

## EASTERN RUBBER MFG. CO.,

TRENTON, N. J.



are claimed. This compound prevents rust on nickel, cleans nickel, enamel, and finish, lubricates chains and bearings.

**Stand 93.**

Cushman & Denison's Perfect Pocket Oiler. This has been still further improved for 1895, and is made in the very best manner possible. It is one of the few high-grade oilers in the market, and will be used on almost all the best wheels, and list at 25 cents. The Star oiler is also a well made oiler. It is the best of the medium-grade oilers, and is largely used on the cheaper wheels; price 10 cents each. Oiler holders and pump holders were also shown. Robert G. Grunert, of New York, was in charge.

**Stand 93.**

The Indiana Novelty Mfg. Co., of Plymouth, Ind., showed the much used and justly celebrated Plymouth wood rims. J. W. Marble and J. H. Thayer Jr. were on the stand, and claimed to be so busy at the factory that no time could be gained to make an exclusive exhibit. Forty varieties of rims in all the known woods were shown. A very handsome rim of rock elm was a curiosity.

**Stand 93 1-2.**

On M. E. Griswold & Co.'s stand was shown the new repair for single tube pneumatic tires by which the plug is inserted into the slotted holder, and shoved through the tire back to the head. This is very quick, and is proposed to do the work of the Heywood repair. The Griswold rubber mudguards, which are so well known, were also shown, while the Perfect Bicycle Lock Co. showed a novel lock, which attaches to the fork and is always in position, a little arm being shoved down, locking the front wheel, it being released with a key. The lock weighs two ounces, and by an adjustment lock and lamp bracket can be placed on together.

**Stand 94, 95, 96 and 97.**

Roger B. McMullen & Co. had a semi-circular stand neatly carpeted and the great line of goods handled by this firm was shown in an attractive style. The goods of different manufacturers are fixed in frames and hung on the rear wall. Roger B. McMullen, H. J. Cassidy, Fred Coldson and H. Y. McMullen, of the firm, are present. A. L. Garford, the saddle manufacturer; C. S. Smith; H. H. Cockley, and J. S. Patteson, the latter two of the Tube Co.; J. A. Hunt, saddle manufacturer; H. Russell; Wm. G. Holbrook, of the Forging Co.; Fred Smith, the superintendent of the Garford factory; E. C. Fletcher and Messrs. Test and Newby, of the Indianapolis Chain & Stamping Co., were all present. On a revolving stand, mounted on the platform, made of fancy woods, the Garford Co. showed one of the prettiest collections of saddles ever seen. There are forty or fifty varieties and every skin known to the leather trade is used in making the covers for these saddles. There are covers of alligators skins, Persian goat and hog, leopard, seal, French calf, and many other fancy leathers, besides the regular tanned goods.

The Hunt Mfg. Co. have their line of saddles exhibited on a large and handsome frame at the stands of R. B. McMullen & Co. This company also show tool bags. In the saddle line there are new O. L. & M. L. saddles for high-frame machines. The Shelby Steel & Tubing Co. have a frame of tubing. The Indianapolis Chain & Stamping Co. have a large frame showing their complete line of chains. In this line is a new riveted chain, which takes the place of the Perry pen bushings. Two frames were shown with the Union drop forgings applicable to the cycle trade including fork sides, rim and wheel stampings. The Gendron Wrench Co. showed a fine line of goods, including a handsome wrench. The Hartford Rubber Works, for which McMullen & Co. are agents for all territory west of Pennsylvania, have a prettily decorated stand at space 94. This is decorated in white and blue, and here is found on the stand L. D. Parker, the treasurer of the company and E. H. Brandt, J. J. Ward, and Morris Penrose. They show the Hartford and Wizard single tube tire, the G. & J., and Dunlop. Roger B. McMullen & Co. sell this complete line. The latter concern has opened a repair department at 193 Lake Street, Chicago, and will care for all the tires of this line in Chicago and surrounding territories. They gave practical exhibitions of how single-tube tires may be repaired.

**Stand 99.**

The Indianapolis Rubber Co. and the Manufacturers' & Merchants' Warehouse Co. show here. F. Wood represented the former, and K. Frank Peterson the latter. The Indianapolis Rubber Co. are working 18 hours per day, and will shortly put on two night forces. They claim to have every class of pneumatic tires and hope to be able to supply any want. The I. C. tire, meaning the Indianapolis cement tire is a pure rubber tire, being rough, for which great wearing qualities are claimed. The Indianapolis Co. defy any one to pull a section of their tire apart. The Crescent tire of the detachable portion can be fitted to any Crescent shape wood rim of the old or new pattern, and there is nothing complicated about it. It has a continuous binder on either side. The ends of each piece pass through a tangent swivel, and the tire may be loosened by means of a small screwdriver turning directly on this swivel taking up or giving slack to the rubber. Nothing is exposed of this connection when the tire is blown up. K. F. Peterson represented the following concerns for the Manufacturers' & Merchants' Warehouse Co.: Mannesmann Tube Co., Landore, S. Wales, Eng.; Wm. Clark's Son & Co., Pittsburg, Pa.; Union Drawn Steel Co., Beaver Falls, Pa.; Indianapolis Rubber Co.; Rimington Bros. & Co.; J. H. Duckworth; Crescent File and Tool Co., Wilkesbarre, Pa.; Capital Machine Tool Co., Auburn, N. Y.

**Stand 100.**

The Tillinghast Tire Co., of Providence, R. I., was represented by P. W.

Tillinghast and H. S. Conant. The Tillinghast tire was the special feature. Simplicity and security sum up the whole thing. Any unskilled person can take off and put on. All air space is avoided above the wood rim, giving the largest cushioning surface possible. The Midget valve, with universal adjustments and showing but 5-16ths of an inch of its length outside the rim, is used.

**Stand 100 1-2.**

The New York Standard Watch Co., New York and Chicago, show a Standard cyclometer which runs from 1,000 miles and repeats, weighs 3½ ounces, and sells for \$2. This cyclometer is claimed to be mechanically correct, and is accurate and neat in its appearance as a watch, it seems beautiful in metal and finish, small and light in weight, and to meet exactly all modern requirements. It attaches to the front fork.

**Stand 101 and 102.**

The Eastern Rubber Mfg. Co. had its usual very complete representatives. J. A. Barnes, manager, J. Macwatty, Chicago manager, F. J. Eppelle, J. A. Herron, Thos. Henderson, T. Austin Miller, and Chas. A. Barnes were all present. The Climax and Rex cemented tires and Arrow mechanically fastened tires were shown. The universal tire was also shown. The stand was decorated in flowers and American flags, and had a circular settee in the center.

**Stand 102 1-2.**

The Tie Co., Unadilla, N. Y., with J. W. Ward, the superintendent and inventor, on the stand, claim that they show the lightest luggage carrier in the world. It is merely a plain piece of steel which fastens against the head and is tied fast and adjustment of the cord is with a little bent wire, this being very strong and positive. The samples of the strength of this wire holder are shown by means of a brace of the building up in the roof to which one of the wire adjustments is fastened and a bicycle drawn up, the rope being given a twist which shoves the rope into the slot and the bicycle hangs suspended until lowered. On another and larger one the inventor will catch a rope and swing backward and forward with perfect safety. The luggage carrier complete weighs 13¾ ounces, and is listed at \$1.

**Stand 103 and 103 1-2.**

Boston Woven Hose Rubber Co., Boston, Mass., had Chas. E. Weaver, W. E. Sandborn, of W. E. Sandborn & Co., of Boston, and S. K. Dingle on the stand. This stand was provided with fastenings and railings of blown up tubes, showing the good quality. Four tires are shown: The Vici detachable, which is wired on, is very small and easily taken off by unscrewing and lengthening out one of the bends by means of a bead on the adjustable wire. This wire throws no strain on the wood rim at all. Weight ranges from 3¼ to 3¾ pounds. The Neverslip cemented tire is vulcanized with a cover about as rough as sand paper. It is claimed that a square corner can be turned on ice on this tire. The weights range from 3 1-2 to four pounds. The Evertite is the same as the Neverslip, with a smooth cover, weights ranging from three to 3¾ inches.

**Stand 104 and 124.**

Parkhurst & Wilkinson, Chicago, represented a large number of firms as follows: C. J. Iven assisted Mr. Sager with the Sager exhibit of saddles for which Parkhurst & Wilkinson are agents for all territory west of Pennsylvania. A saddle is shown with a reversible spring. This has a post and does away with the L. and T. posts. The spring is bent off center to enable this to fit. A wooden cantle is used to increase the strength and save weight. Fifteen styles are shown, including a square wire spring saddle, the use of the square wire debarring the wear or twist in the saddle clamps. The saddle with wood cantle for use on the road weighs fourteen ounces and is guaranteed to carry a 200-pound man.

George Brandenberg looks after his pedals. This pedal has a continuous head and weighs from ten to sixteen ounces. This pedal is dust proof and air tight on the tire end casing and absolutely dust proof on the inner casing. Webb tires are handled by this firm and are shown in the special exhibiting stand in the center of the building. This tire has lately been adopted by H. A. Lozier & Co. and has quite a boom. It is a keyed tire and can be attached to the regular crescent rim. The concern also represent the Ellwood Shafting & Tube Co. selling Ellwood carbon steel tube which is used for the lighter wheels by a great number of manufacturers, as it is very light and stiff.

The Cleveland Machine Screw Co.'s balls, nipples, cones, and cups, Wilcox & Howe's drop forgings, Excelsior Needle Co.'s spokes, Automatic Machine Co.'s hubs and special nipple washers are also shown.


**Stand 113 and 106.**

Messrs. J. F. Palmer, J. S. Driver, F. Ed. Spooner, and E. J. Porter, of the Palmer Tire Co., and A. C. Banker, of the Columbia Rubber Works, were on the stand of the Columbia Rubber Works. The Palmer tire was shown with all its '95 improvements. The valve is small and very handsome, the nickel cap merging above the edge of the frame. The spring is contained inside by a collar and can not escape. The tire had been reduced in size so as to hug the rim at all times inflated and deflated, and has been greatly improved in appearance. The tires are lighter than ever before. The Akron tire is shown for medium and high-grade wheels and is being used by a number of very prominent firms. They show also Simplicity No. 47 tires.

**Stand 107.**

The Diamond Rubber Co., of Akron, Ohio, show their single tube tire, the Flyer and Reindeer A, and in fact all of their tires. Other double tube





# Zimmy Cycles

NEW AND UP TO DATE.

SEE THEM AND GET PRICES NOW.



**CORRECT DESIGNS**  
AND  
**POPULAR WEIGHTS.**



WE WILL BE AT CHICAGO DURING THE SHOW.



**ZIMMERMAN MFG. CO.,**  
FREEHOLD, N. J.



tires are made the same as single tires but lighter containing the mandrel screw, the tube being cut open to place this tube. Another double-tube tire is the Reindeer C. The C finished tire is in red, white, and blue.

**Stand 107 1-2 and 108 1-2.**

J. F. Ives was on the stand of the Mechanical Rubber Co., showing Loop tires, composition grips, pedals, rubbers, and the J. S. valve, all his invention. The valve has an automatic chain and the rubber bulb on the inside elongates and expands as the air is forced through. The Loop tire is permanently secured to rim and easily opened for repairs without disturbing the cement portion. The company makes a feature of special tire of the G. & J., Dunlop, L. C. Smith, Webb, and other tires.

**Stand 108.**

The L. C. Smith Tire Co.'s exhibitions in charge of C. A. Benjamin, assisted by Roy S. Smith, one of the firm's traveling salesmen, and Rastus, the chief mascot. The latter is a colored boy who traveled the circuit last season with Benjamin. Rastus appears in a white suit, silk hat, and patent leathers, and was quite the swellest coon that was ever seen. He was a great attraction and worked quite as much as the manager. The Smith tire is of the clincher pattern which is "all right" on a wood rim; Mr. Benjamin says there is a demand for the clincher tire that is "all right on a wood rim," and will use this for his watch word, believing that the tire which he shows entirely fills the bill. The exhibit consists of tires and wood rims. The points claimed for the tire are its adjustability to wood rims without splitting, ease of manipulation, and light weight. The tire is not a new thing, as 150 have been in experimental use in central New York for over a year without giving the slightest trouble.

**Stand 109 and 110.**

Frank White, the general manager, and C. M. Fairchild, the Chicago manager, were on the New York Tire Co.'s stand and gave away to their particular friends and customers a very handsome silver-plated match safe. This was much sought after. This stand is very prettily decorated. Three tires were shown on a bamboo table, the tires forming the edges of the circular top. These were tires used by Gordon in his DeSoto record riding, by Gunther for his thirty-five centuries in thirty days, and by Searle in his successful Chicago to New York record riding. The tires were shown from ¼ ounce in weight to fifty-two inches in diameter, and an ambulance tire is shown which will carry 5,000 pounds. This is 6½ inches in diameter, and has been blown up with 200 pounds pressure for the last six months without giving in the slightest. All these tires are made with the celebrated New York fabric, and the sign above the booth invited riders to ride New York tires if other light tires give them trouble. The Thacker valve is used. A frame of photos at one corner of the stand shows pictures of a great many prominent riders that have used New York tires with success. One very neat tire is a '93 racing tire which weighs 1½ ounces to the pair.

**Stand 111.**

The New York Belting & Packing Co. exhibit was in charge of F. A. Winchell and W. K. Genet. League and Whippet tires, "Stick and Stay" sundries, together with rubber sundries were shown. The League is claimed as leader. This tire is said by Mr. Whippet to be the most resilient tire, being full of life, all the canvass being preserved because not vulcanized under tension. It is lively and hard to puncture and in addition is light in weight, ranging from 1 1-2 pounds for the racer to three pounds for road tires. The Universal wire connection and Schraeder valve are used.

**Stand 111 1-2.**

Tom Roe, for the United States Tire Co., and O. W. Andrews for the Fairbank Wood Rim Co. were here. The U. S. tire has an aluminum band which assists the wood rim. This band is in four sections, and by loosening all bolts on the rim any one of these sections may be loosened up, and that section of the tire removed to get at the inner tube. The Fairbank company show a full line of rims of special make, and their single face rims, veneered rims, regular, and the same rim with linen cover water proof. Roe has advertised the United States tire very liberally around the building and gained for it many friends.

**Stand 112.**

The American Dunlop Tire Co., with Harvey DuCros, president of the company, S. E. Gillard, who has been engaged to manager the Chicago branch lately opened at 266 Wabash Avenue, Wm. Perrett, Wm. Cahn on the stand, were located here. The celebrated Dunlop tire and wood rims were shown, Mr. Gillard claiming no material improvement over last season except for a new valve and a slight reduction in weight. One and a half inch road tire weighs three pounds, 1½-inch weighing 3½ pounds, 1¾ weighing four pounds, and racing tires at two pounds were exhibited. The Dunlop company use the rubber cover, made separately from the canvas, and claim that the vulcanizing of the rubber and canvas together destroys the strength of the lining and deteriorates from its natural strength. The universal valve connection is used.

**Stand 114 and 115.**

Morgan & Wright have these stands with the only William Herrick in charge. This stand occupies the very center of the building and was considered the ideal location, being circular and directly in the center of the main aisle. The stand was a couple of feet above the floor and was very handsomely arranged and furnished with hardwood tables and chairs. But very few samples of tires were shown, in fact the main exhibit was a new tire lately brought out, or rather the old tire with a new tube. This tube can be

repaired from the outer side of the tire and has been in an experimental stage for a year and a half. This tube fits into all the Morgan & Wright tires and is patented in every country of the globe. It is a great novelty and attracted considerable attention. The Morgan & Wright valve for '95 has been reduced in size and is small and neat.

**Stand 118.**

E. J. Lobdell, Marietta, Ohio, showed the Lobdell rim, which is manufactured under the Shepard compressed patent. Second-growth hickory and ash are used, and many fine specimens of the wood are shown. The wood is compressed on the inner circle 3½ inches farther than on the outside. This is for a twenty-eight-inch rim and 2¾-inch for the twenty-six-inch rim. It is claimed and seems to have been proven in actual use that this process reduced the weight very materially. Mr. Lobdell has the entire west for the rim, which is known and sold as the Shepard rim in the east. Some very large orders have been taken.

**Stand 119.**

Joseph Caldwell & Co., Chicago, had a neat exhibit in a very small space, Mr. Caldwell himself being on the stand representing the following concerns: J. E. Weston, Janesville, N. Y., hubs and spokes and nipples; Barnes, of New Haven, wrenches; Mason & Mason, Chicago repair kits; F. S. Waters & Co., transparent mud guards; Armstrong Cork Co., cork grips; Curtis-Childs, Solid Comfort saddles; and H. M. Rosenblatt & Co.'s saddle bags. The line of leather is considered to be the finest in the building.

**Stand 120.**

H. B. Cannon, manager, and Adam Seipel were on the stand of the Bridgeport Gun and Implement Co., of Bridgeport, Conn. The Star cyclo-meter is the feature and a chamois-lined lamp bracket which clasps around the head. The Universal and other standard oilers, lubricants, and a new wrench, which is claimed to be the smallest and neatest adjusted wrench on the market, were shown. The latter weighs 5½ ounces, and has an adjustment similar to the micrometer.

**Stand 121.**

The stand of the Seig & Walpole Mfg. Co., Chicago, was filled in great variety. This line has gained a reputation from the out-set and the '95 product of the concern includes a large number of new and special features. L. M. DeVore, of Freeport, also exhibited in the stand, showing his coil spring wheel novelties. C. H. Seig, Harry Pedrick, A. L. Collins, and L. C. Ferris are on the stand.

**Stand 125 and 128.**

J. B. Doan and J. W. Wright, of the Lodge & Davis Machine Tool Co., showed a dozen improved bicycle machines for the manufacture of bicycles, for the making with rapidity and process of hubs, cones, cups, bearings, special bicycle tools and machines from solid tool steel, commonly called automatic. They had screw machines, lathes, shapers, and other appliances to make every part of the bicycle finished and ready for use.

**Stand 130.**

J. H. Isham, of the Queen City Cycle Co., had three of the Queen City Cycle Co.'s wheels on exhibition: A nineteen-pound light roadster, listing at \$100; a twenty-four-pound gentlemen's wheel, listing at \$85; and a twenty-five-pound ladies' wheel, listing at \$85. Mr. Isham said that they did not go in for special features or freak machines, but did their best to turn out a bicycle that would sustain the reputation of the Queen City Cycle Co.

**Stand 131.**

W. S. Frazier & Co., makers of the famous sulkies, had a mandolin made of front wheel of a bicycle. The sweet music which the skilled operator drew from the strings attracted considerable attention. Mr. Frazier had on exhibition a racer weighing sixteen pounds with 1½-inch tubing. The bearings on this wheel are the same as used in the famous sulky. The cones are held stationary in the forks, the adjustment being made by a revolving spindle. The rear lower forks are perfectly straight and there is no key on the crank which is fitted to a hexagon shank. He also had a roadster weighing twenty-two pounds with 1¼-inch tubing, and a twenty-pound road wheel with one-inch tubing.

**Stand 132.**

The genial Ned Oliver was perched up in the gallery with the exhibit of Elmore cycles. He had but three wheels with him, including a 22 1-2-pound Elmore light roadster, a twenty-five-pound roadster, and a twenty-five-pound ladies' wheel. He was there to see agents and the agents were there to see him.

**Spaces 133 and 134.**

The Motor cycle was exhibited by the Motor Cycle Co. and Hitchcock Mfg. Co., of Cortland, N. Y., where the machine is now manufactured in the Hitchcock company's factory. It has been greatly perfected and is now in actual and successful use. The machine attracts a vast amount of attention and is considered the greatest invention of the age. They will be placed on the market this year. The invention is applicable to either carriages or bicycles and with it twice the speed can be gained with the carriage that can ever be hoped to be gained with the regular horse. It is claimed that a mile has been made at the rate of fifty-one miles per hour. This speed is obtained Mr. Pennington, who first rode an the rudely constructed cycle. The Hitchcock Mfg. Co. has just closed with the Motor Cycle Co., formerly of Cleveland, the largest wheel contract ever made. It is said to call for 50,000 motor bicycles and as many more as the trade may demand. All the unemployed mechanics have been placed to work and workmen are now

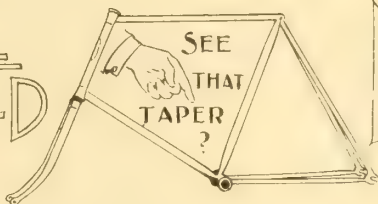


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SWAGED

JOINTS



REINFORCED

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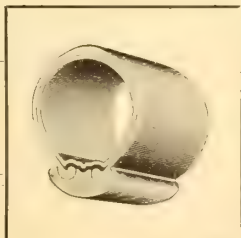
TORRINGTON CONN.



TILLINGHAST  
DETACHABLE  
TIRE

THE MOST

POPULAR



TIRE . . . .

....BY A....

GREAT DEAL

Tillinghast  
Mfg.  
Co.



flocking from all parts of the country in that direction. The company is putting in new machinery daily and now are working 10,000 machines and running their factory night and day. They can employ with their present capacity 2,000 hands. Nearly all of the other machine shops in the city are doing some of the work on the new machine and this company have revolutionized Cortland, one of the cities of New York State. One of the shops in Ithaca, some little distance away from Cortland is also running nights. The machine is in design and lies much the same as the high frame safety. Two cylinders, one on either side of the rear wheel, having an electrical igniting device form the power mechanism for propelling the machine. The fluid is conveyed through the frame and passes into the cylinder. The electrical igniter automatically ignites the charge behind the pistons, the explosion driving back and forth in the cylinders the pistons which are attached to a crank that turns the rear wheel. The speed is regulated by an electric button on the handle bar. The bicycle is also furnished with pedals which can be used if desired as on an ordinary safety. Coasters upon the front forks furnish a comfortable foot rest, and the steering is done with the handle bars. The pneumatic tires on the wheels are four inches in diameter and, as they do not have to be so fully inflated, the machine rides much easier than one fitted with the smaller tires. One gallon of kerosene will run the machine 200 miles.

#### Stand 135.

The Royal family was shown by Walter Perrett at the Royal CycleWork's booth. There were five wheels in all, including the seventeen-pound racer, twenty-four-pound ladies' wheel, twenty-pound Royal limited, and the twenty-two pound Royal Jester. The racer had a 4 $\frac{1}{2}$ -inch tread.

#### Stand 136.

The Hoffman Cycle Co. had five wheels on exhibition, the 17 $\frac{3}{4}$ -pound racer being the leader. The entire frame of this wheel is re-inforced with triangular re-inforcements which add greatly to the strength of the machine, and add but three-quarters of a pound to the weight. The racer exhibited weighed 17 $\frac{3}{4}$  pounds and had a 5 $\frac{1}{4}$  tread. The road wheel weighed 20 $\frac{1}{2}$  pounds, the ladies' wheel 19 $\frac{3}{4}$ . The novel system of head clamping does away with the old system of bolting. Mr. Hoffman was in charge.

#### Stand 137 and 138.

The Cortland Wagon Co., of Cortland, N. Y., were among the gallery gods. They had on exhibition seven models of Diana, a new wheel manufactured by them, built on very graceful lines and looking like a crackajack. Special bearings, taper re-inforcements of the frame, and a cyclodial sprocket were among the features. E. B. Richardson was in charge.

#### Stand 139.

The Outing, a new wheel made by Hay & Willets, was located up in the gallery, but this fact did not prevent a large crowd from filling the small booth of the enterprising Indianapolis concern. But two wheels were shown, both of them being gentlemen's weighing twenty-one pounds, listing at \$85. Among the noticeable features on the machine are re-inforced crank shafts, double fork crown, larger tubing on the chain side of the rear fork, crank shaft and right hand crank in one piece, pedals screwed into crank and tubular bottom bracket in the detachable sprocket.

#### Stand 140.

Mason & Mason and the International Mfg. Co. had this booth. The former firm exhibited three gentlemen's and one ladies' wheel, weighing fifteen, seventeen, nineteen, and twenty-two pounds respectively, listing at \$100. The America, the wheel made by the International company, had not yet arrived when THE BEARINGS' man made his visit.

#### Stand 141.

The Speeder Cycle Co. were in the gallery and showed three wheels, having an adjustable gear which seem very practical, by simply loosening a catch the gear can be changed from sixty-three to ninety at will. The wheels on exhibition weighed 22 1-2 pounds.

#### Stand 142.

Away up in one corner of the gallery was located the booth of the H. F. Schleuter Cycle Co., of Cincinnati, Ohio, makers of the Norwood. Mr. Schleuter had four wheels on exhibition—two twenty-one-pound light roadsters, one twenty-three-pound full roadster and a 16 $\frac{1}{2}$ -pound racer. These wheels are fitted with English tool-steel bearings. The sprocket is a novel one, the crank being dovetailed to it. The tread measures 5 $\frac{1}{2}$  inches and the double fork crown is made of four pieces of tool-steel brazed. Taper re-inforcements are used throughout the wheel.

#### Space 143.

In the area that connects the two buildings was located the stand of the Lovell Arms Co. Seven wheels were exhibited by D. S. Harvey including the nicked racer, weight 17 $\frac{1}{2}$  to twenty pounds; the ladies' wheel, full coppered, 19 $\frac{1}{2}$  pounds; semi-racer, twenty-two pounds; light roadster, 24 $\frac{1}{2}$  pounds; full roadster, and twenty-four-pound ladies' wheel. This year's Lovell Diamonds have a high-crank shaft and a barrel crank shaft bracket, with 5-16-in. balls, large tubing throughout the frame, improved handle bars, saddles, sprockets, skeleton pedals, and hardened steel chains. On the ladies' wheel instead of the loop frame, the double diamond frame is used. The detachable brake, and mud guards are so fixed that when removed they do not leave any trace of where they have been. Another novelty is the wire spring saddle which weighs but thirteen ounces. This is believed to be the first one of its kind used in this country.

#### Stand 144.

Thorsen & Cassady were right across the way from the Lovell Arms Co., whose Chicago agents they are. They had nine wheels of their own manufacture on exhibition, including a nineteen-pound Thorsen Special, a twenty-four-pound Thorsen ladies' wheel, and six models of the Wabash, ranging in weight from twenty-two to twenty-nine pounds, and in price from \$40 to \$60. Messrs. Meade and Thiel were in charge. Thorsen & Cassady are also agents for Chicago and Cook County for the Stearns.

#### Stand 145.

The Brooklyn Cycle Co. exhibited a bicycle stand by which a stand pin clips the wheel very simply at the crank bracket, being attached by one bolt. The wheel is thus cleared from the floor and can be shoved hither and thither at will.

#### Stand 146.

The Garvin Machine Co.'s exhibit was in charge of G. F. Frevert. The exhibit consisted of a revolving photographic stand, showing many lines of special machines for bicycle manufacture which are supplying the manufacturing trade. The Garvin company are so busy that they can not make a more complete exhibit.

#### Stand 139.

The well-known Fauber crank axle was shown on three wheels exhibited by Fauber & Norton. By the use of this crank axle one piece takes the place of fifteen pieces of the ordinary crank and saves one pound in weight. The wheels on exhibition weighed from nineteen to twenty-three pounds.

#### Stand 85.

J. J. Boucher & Co., Chicago, showed bicycle pedals and hubs. The firm have a rat-trap pedal which is built on a truss system. By this means they claim to strengthen where others are weak. One continuous piece of steel forms both blades and ends, and is so brazed to the pedal center at all points of contact that it makes the pedal very rigid and gives it great strength. The feature of the pedal is additional teeth, which, by their method of construction they are able to place in the center, just over the pedals pin, thus furnishing additional support to the foot where it is most needed. It is claimed that the blades can not be concaved and the bearings drawn out of position by stepping on its edge in pedal-mounting or otherwise. It is very light, and the racing pedal weighs ten ounces. The Boucher hub is made of drop forging fitted with tool-steel bearings, and weighs twelve ounces to the pair. The ordinary axle has a cone and cup on the hub. As the circumference of the cone takes an opposite direction to that of the balls at the points of contact, and the circumference of the cup tends toward the direction of that of the balls, it follows that the actual surface of contact is larger on the cup than on the cone. They claim that the cone has a much greater tendency to cut or crystalize than the cup. By having the cone on the axle where it receives its wear only on the carrying point, and the cup on the hub where it gets equal wear at all points of rotation of the wheel, the ordinary hub has the weaker of the two parts subjected to a greater and more unequal wear.

#### In the Banquet Hall of the Battery

were a number of firms caught in the overflow, and compelled to take any space they could secure, are located. These firms are reached by the stairway, and there being a number of very creditable wheels and novelties shown, they attract quite a crowd.

T. J. Lindsey & Co., Lafayette, Ind., showed the Lindsey bicycle, Mr. Lindsey himself being in charge. This wheel has a special gear combining the spur gear and the regular chain gear. This application gives the increased leverage of 1 $\frac{1}{2}$  inches with the same stroke. The 96 gear is made practical for track use. This machine is claimed to be practical and 32 seconds faster bicycle than has ever been produced. The practical light-gear device is attached entirely to the frame of the bicycle, thereby relieving the crank shaft of all vibrating foot pressure. The construction of this device is such that the leverage obtained is one-third greater than any other gearing device, making it practically possible for an 84-gear bicycle with this device to pedal as light as a 64 gear with the common crank device. The attachment is applicable to any machine. Lindsey Bros., of Milwaukee, show a line of bicycles of their own manufacture. These are high-grade wheels in high and low frames and are very handsome machines. The lines are graceful and weights are light.

#### C. A. Taylor Trunk Works, Chicago,

show a line of bicycle trunks, specially built and claimed to be fifteen pounds lighter than other well made trunks. The Taylor trunk is made of selected narrow bass wood matched and glued, reinforced with steel bands and rods, covered with best grade duck, has malleable iron and steel trimmings all riveted on, two brass Excelsior locks, hickory strips, rawhide handles, trunk complete with inside fastenings and straps, the firm's own design of leather pedal, pockets separate compartments for tools, printed matter, etc. The guaranteed weight is 100 pounds, and the trunk carries two bicycles with front wheels reversed.

#### Cycle Tent Co., Columbus, Ohio.

This concern shows a portable cycle tent for tourists, hunters, campers, and cyclists. The tent is made of six-ounce drilling and is water-proof. The tent and steel ridge pole weighs ten pounds and are so arranged that they can be carried upon the head of the bicycle as a package is carried in the luggage carrier. In the bundle is contained the tent, blanket, straw tick, and tent pins. There is also a pocket for wearing apparel and the ten,



# Letters Worth Reading.

THE MOST REMARKABLE ENDORSEMENT EVER GIVEN BY THE AMERICAN  
CYCLE TRADE TO ANY TIRE.

Factory of Pope Mfg. Co., Hartford, Conn.

October 8, 1894.

THE AMERICAN DUNLOP TIRE CO., 504 W. Fourteenth Street, New York, N. Y.  
Dear Sirs: After careful examination and severe practical tests of all the double or inner tube tires on the American market, we decide that the American Dunlop, combining neatness in appearance, strength of construction, and simplicity in manipulation and repair, is the best tire of the double tube pattern in use today. Our satisfaction with this tire is confirmed by our decision to give all purchasers of Columbia bicycles in 1895 the option of having the American Dunlop tire fitted to their bicycles.

Yours truly,

Signed

ALBERT A. POPE, President.

Union Cycle Mfg. Co., 239 Columbus Avenue, Boston, Mass.

October 18, 1894.

AMERICAN DUNLOP TIRE CO., 504 W. Fourteenth Street, New York.

Gentlemen: You may rest assured that for a detachable tire for the season of 1895, we shall use no other than the American Dunlop detachable, and we shall also use your rim. We consider, and always have considered, the Dunlop detachable tire to be the easiest manipulated tire in existence, and it has always seemed to us as if it required but a little more care in explaining in detail to agents and riders, the ready ease of mounting and demounting it, to make it the most popular.

Yours truly,

UNION CYCLE MFG. CO.

Signed W. Measure, Treasurer

Sterling Cycle Works, 236-240 Carroll Avenue, Chicago.

December 15, 1894

AMERICAN DUNLOP TIRE CO., 504-506 West Fourteenth Street, New York, N. Y.

Gentlemen: In deciding to catalogue only the Dunlop tire for 1895, we did so after very careful experiments and investigations. It is our belief that the Dunlop tire is the best detachable tire on the market, and we shall give our agents the option of using them without making any additional charge.

Yours very truly,

STERLING CYCLE WORKS,

Signed C. W. Dickerson, President.

Reading Safety Bicycles, manufactured by W. H. Wilhelm & Co.

READING, PA., October 31, 1894

AMERICAN DUNLOP TIRE CO., 504 West Fourteenth Street, New York.

Gentlemen: We have decided to use for our detachable tires during 1895, the American Dunlop tire.

Yours truly,

Signed

W. H. WILHELM & CO.

The Munger Cycle Mfg. Co.

INDIANAPOLIS, November 5, 1894.

AMERICAN DUNLOP TIRE CO., New York City.

Gentlemen: In adopting the Dunlop detachable tire, I have set aside a firm determination never to use a detachable tire on Munger bicycles. This was because of the fact that in my opinion there has been no detachable tire on the market which had merit enough to be fitted on a strictly high grade machine, but, after a careful inspection of your tire, I have decided that it is the only tire of a detachable pattern which has any value, and have accordingly decided to use no other.

Yours truly,

Signed

MUNGER CYCLE MFG. CO.

Per L. D. Munger.

National Sewing Machine Co.

BELVIDERE, ILL., November 20, 1894

AMERICAN DUNLOP TIRE CO.

Gentlemen: After carefully investigating the merits of the American Dunlop Tire, we can cheerfully recommend the same where a detachable tire is wanted, and will supply the same when called for with our Franklin and Eldredge wheels.

Signed

NATIONAL SEWING MACHINE CO.

F. P. Eldredge, Vice-President.

The Waltham Mfg. Co., Manufacturers of Orient Cycles.

BOSTON, MASS., November 20, 1894.

AMERICAN DUNLOP TIRE CO., New York.

Gentlemen: After examining carefully the leading makes of detachable tires, we have concluded to recommend yours as the most practical and we shall use them on our 1895 Orient machines.

Yours very truly,

Signed

THE WALTHAM MFG. CO.

Per Chas. H. Metz, President.

Packer Cycle Co.

READING, PA., October 31, 1894.

AMERICAN DUNLOP TIRE CO., New York.

Gentlemen: After a careful examination of all the detachable tires, we have decided to use the American Dunlop Tire as our only detachable for the season of 1895.

Respectfully yours,

Signed

PACKER CYCLE CO., Per G. D. Packer.

Raleigh Cycle Co., Manufacturers of The Raleigh Cycles.

New York, November 10, 1894.

THE AMERICAN DUNLOP TIRE CO.

Gentlemen: Your tires having given us the best satisfaction during the past season we have decided to adopt them as our principal tire for 1895 and believe that our trade will commend our action.

Yours very truly,

Signed

THE RALEIGH CYCLE CO.

Geo. S. Macdonald, Manager.

H. Kalbach & Son, The Lebanon Cycle Manufacturers, High Class Bicycles.

LEBANON, PA., Nov. 2, 1894.

AMERICAN DUNLOP TIRE CO., New York City.

Gentlemen: After a close test of your detachable tire, we have decided to adopt it for '95.

Yours truly,

signed

H. KALBACH & SON.

Singer & Co., Manufacturers and Importers of Singer Cycles.

BOSTON, MASS., Oct. 1, 1894.

THE AMERICAN DUNLOP TIRE CO., New York City.

Gentlemen:—A comprehensive investigation of the various patents, satisfied us three years ago (in 1892) that for durability, resiliency, and effectual repairs, the inner tube tire held the field alone (the hose-pipe patterns lacking these qualities). We then selected yours as the most desirable inner tube tire on the market, and used it on our wheels during that year. Through the following seasons of 1893 and '94 we fitted our machines with your detachable tires, and for them we have now but terms of high praise. They have justified our confidence, and we shall continue their use. Especially have we appreciated the fair, even generous, manner in which you have fulfilled your guarantee. Singer cycles for 1895 will be fitted with wood rims and the latest Dunlop detachable inner tube tire, and we believe the market offers no other tire that would give our customers or ourselves the same degree of satisfaction.

Yours truly,

Signed SINGER & CO.

Per William L. Ross, Manager.

O. J. Faxon & Company, Manufacturers of "Puritan" High Grade Bicycles.

BOSTON, MASS., Nov. 21, 1894.

THE AMERICAN DUNLOP TIRE CO., 504 West Fourteenth Street, N. Y.

Gentlemen: After thorough examination of all the detachable tires on the market for 1895, we have decided to recommend the Dunlop tires, and to use them as our standard detachable tire for the coming season.

Yours truly,

Signed

O. J. FAXON & CO.

Studley & Barclay, Jobbers of Bicycles and Sundries.

GRAND RAPIDS, MICH., November 24, 1894.

AMERICAN DUNLOP TIRE CO., New York City.

Gentlemen: After having carefully examined and operated the sample tire submitted, would say, in our judgment, it is the simplest and most easily operated detachable tire we have ever seen, which can be had on all lines of wheels, and we will take pleasure in recommending it to our patrons as such. We also note the fabric used; it can not help but be very resilient.

Yours truly,

Signed

STUDLEY & BARCLAY,

Per W. B. Jarvis.

Geo. M. Hendee, Bicycles, Wholesale and Retail.

SPRINGFIELD, MASS., November 24, 1894.

AMERICAN DUNLOP TIRE CO., New York.

Gentlemen: After careful investigation of all the detachable tires for use on wooden rims, I believe the Dunlop to be the best detachable tire on the market for such usage, and shall use my influence to fit as many as possible on my "Silver King" and "Silver Queen" bicycles during 1895.

Respectfully yours,

Signed

Geo. M. HENDEE.

Anderson Cycle & Mfg. Co., Manufacturers, Jobbers, and Retailers.

DETROIT, MICH., December 3, 1894.

AMERICAN DUNLOP TIRE CO., New York.

Gentlemen: We have carefully examined your '95 Dunlop tire, and are much pleased with same. We shall take pleasure in recommending it to all our customers who want detachable tires, and shall use it on our "Osborns" in preference to any other detachable tire that has been offered to us.

Yours very truly,

Signed

ANDERSON CYCLE & MFG. CO.

Per E. S. Anderson, Secretary-Treasurer.

J. E. Poorman, Bicycles and Sundries.

CINCINNATI, OHIO, November 8, 1894.

AMERICAN DUNLOP TIRE CO., New York.

Gentlemen: The Dunlop will be the only clincher tire which we will use.

Yours truly,

Signed

J. E. POORMAN.

Wm. Read & Sons.

BOSTON, November 6, 1894.

AMERICAN DUNLOP TIRE CO., New York City.

Gentlemen: You may advertise the Dunlop as the only detachable tire recommended by Wm. Read & Sons for the noted New Mail wheels.

Yours truly,

Signed

WILLIAM READ & SONS.

The Black Mfg. Co., The Tribune Bicycles

ERIE, PA., December 11, 1894.

AMERICAN DUNLOP TIRE CO., New York City.

Gentlemen: We have decided that the Dunlop detachable will be the only tire of this class that we shall list in our catalogue for the ensuing year.

Yours truly,

Signed

THE BLACK MFG. CO.,

Geo. Black, Treasurer.

E. C. Stearns & Co., The Stearns Bicycles.

SYRACUSE, N. Y., U. S. A., November 3, 1894.

AMERICAN DUNLOP TIRE CO., New York City.

Gentlemen: Dunlop tires will be fitted to Stearns bicycles as their standard equipment for detachable tires.

Signed

Very truly yours,

E. C. STEARNS & CO.

## AMERICAN DUNLOP TIRE COMPANY,

504-506 W. Fourteenth St.,  
New York City.

Canadian Branch: 36 and 38 Lombard St., Toronto.

Western Branch: 266 Wabash Ave., Chicago.



measures 6½ feet long, twenty-nine inches wide and 41-2 feet high; a double tent is provided which is fifty-six inches wide and the same height and length. The former sells at \$15 and the latter \$25. The weight of the outfit complete is eight pounds and six ounces. In putting up this tent the bicycle forms an important part, as the ridge pole is fastened to the handle bar and the rider and wheel both occupy the tent when it is finished and set up. The center pole is telescoped on the main bar of the luggage carrier and is drawn out erect and ridge pole stretched across it.

**Chicago Cycle Coupler Co.**

J. E. Keener shows a \$25 attachment by which any two wheels made may be joined together very easily, making a very firm double rig with which a man may take a lady riding who does not ride the wheel regularly. These yoke to bicycles side by side. The machine when so coupled presents a neat and trim appearance. The coupling ridge is made of the best bicycle tubing and the entire device is light and durable and certainly looks practical.

**Noderer Mfg. Co., Cleveland, Ohio.**

This firm shows a number of specialties including the Cleveland bicycle stand, Easy Glide chain lubricant, the racer toe clip, axle lantern bracket, elastic tire cement, Eclipse tire repair outfit, Diamond cycle oil, Diamond lantern oil, Lustro shine metal polish, Lighting rubber cement in tubes and in bulk.

**J. M. Van Fleet, Kenton, Ohio.**

Mr. Van Fleet is in charge and has a couple of specialties applicable to bicycles which were very favorably received. One is a bicycle rest which attaches to the front fork and can be fastened at the head when not in use, being held so tight in that position that it will not rattle. In combination with this is a device for locking the machine to prevent it from rolling. This is necessary in combination with the stand. He also showed a steel spring foot brake. This is also combined with the lock.

**Hall-Shone & Co., of Rochester, N. Y.**

The Shone automatic mud guard is exhibited. This is rolled up when not in use and is in two pieces only for the entire machine. The concern also show lacings for ladies' mud guards, pneumatic tires, and a number of specialties.

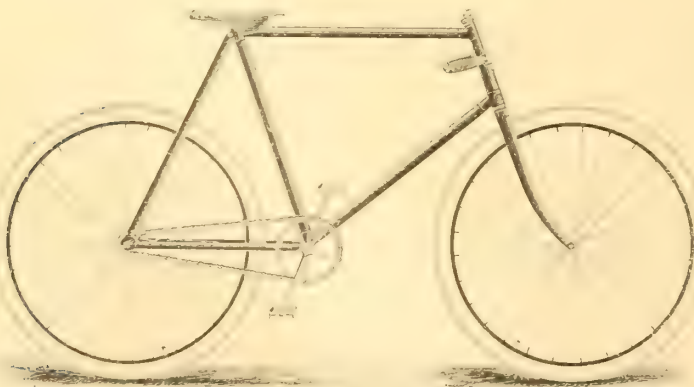
**WHERE OUTING BICYCLES ARE MADE.**

The city of Indianapolis may well feel proud of its factories, and the natural conditions are favorable to the manufacture of bicycles, natural gas can be had in abundance, and any one that has given the subject a thought



will readily see that it can be used to great advantage in the making of a wheel. The latest factory is that of the Hay & Willits Mfg. Co., composed of the well known jobbers, Hay & Willits and Wm. R. Evans, Edwin Evans and George Evans. The three last named gentlemen are experienced businessmen Wm. R. Evans being president of the Linseed Oil Co., Edwin Evans,

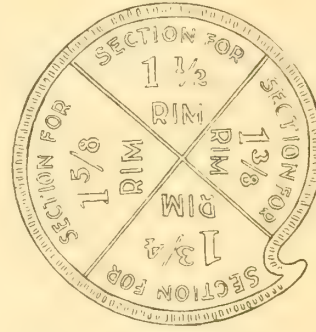
part owner of the Hoosier Flour Mills, and George Evans, manager of the Alca Roofing Co. Mr. Willits is manager of the Outing factory, and personally superintends the construction of Outing bicycles, while Mr. Hay looks after the placing of agencies and the jobbing business at 70 North Pennsylvania Street. The factory is located at the corner of Forster Avenue and the Belt Railroad, and is a commodious four-story brick building, steam heated and electric lighted. The tool room is in charge of a man that has made bicycle tools for the last six years.



*Syracuse racer, weight 15 pounds.*

**A MUCH NEEDED ARTICLE.**

The Palmer Tire Co. are giving away a rim gauge that will enable any one to exactly determine whether or not rims are of the proper section to fit a tire of a given diameter. The accompanying cut will give an idea of the design of the device. The spiral outline of the disk is divided into quarters to the decreasing circle, giving the proper section for the rims for 1½, 1½, 1½, and 1¾-inch tires. It is made of aluminum and will be found a valuable addition to the pocket furniture of rim and bicycle manufacturers alike and will not come amiss to the dealer, when he is called upon to determine whether or not any rim is unsuitable for a certain size tire. Dealers and manufacturers may secure one of these handy little articles upon application by letter enclosing stamp.



**MR. ROUSE EXPLAINS.**

EDITOR THE BEARINGS: In reference to the suit that is brought against us by the Western Wheel Works, for \$20,000 we desire to say that the same was not brought against us through any lack of ability on our part to pay, or through any desire on our part for litigation, as we are exceedingly averse to law-suits of all kinds, and have been forced into our present position most unwillingly. The facts are as follows:

We hold a contract with the Western Wheel Works, giving us the refusal of the exclusive control of their regular line of goods until 1900 for a territory embracing eight states. This contract stipulates that it may be terminated by them in the event of our violating any of its terms. Upon October 1, 1894, we were indebted to the Western Wheel Works for the sum of \$1,187, which amount was due and payable the first of the month. Because of our non-payment on that date, they, on October 2, notified us of the cancellation of our contract. It happened, however, that this amount was merely the balance that remained unpaid of \$11,187 due upon that date.

We had, however, paid \$5,000 September 7, and \$5,000 September 17, we having anticipated the payment by twenty-three and thirteen days previously. We consulted the best lawyers in Peoria and were advised, that as time was not the essence of the contract and the Western Wheel Works would suffer no damage by our failure to make payment, provided we paid them this small balance, then due, without further delay; we remitted them the balance \$1,187, October 2, notifying them that we had not violated the contract in any of its terms and that we declined to consider it terminated or canceled. The Western Wheel Works, however, has persisted in considering the contract terminated and canceled and persistently declined to fill orders under the contract then existing between us.

When the next payment became due, we, under the advice of our attorney, declined to make further payment unless they would carry out the terms of the contract, and we notified them that we held all money then due, or to become due for goods sold under contract, as partial damages for their violation of contract. We have taken the very best legal advice obtainable, and are advised that we are undoubtedly entitled, not only to damages, but very heavy damages; and that it is evident the Western Wheel Works are attempting to evade the contract, and that the action we are now taking is the only one open to us, unless we are willing to have our legal and moral rights trespassed upon.

PEORIA, ILL., Jan. 10, 1895.

Yours truly,

ROUSE, HAZARD & CO.

**MILWAUKEE TRADE NEWS.**

MILWAUKEE, WIS., Jan. 7.—Julius Andrae, the oldest bicycle manufacturer in Wisconsin, if not in the northwest, is no longer the sole proprietor of the works on West Water Street, which was established thirty years ago. Since January 2 the firm of Julius Andrae & Sons Co. has been doing business at the old stand. It is now an incorporation, with the following officers: President, Julius Andrae, Sr.; vice-president, Herman Andrae; secretary, F. T. Andrae; treasurer, H. P. Andrae. Mr. Andrae's sons have been associated with him in business for some time but now become active members of the firm. The house is well-known throughout the country, and the '95 model machines will become very popular. The prices of all wheels will be \$100. A number of orders from the interior of the state are already coming in. H. J. Warner, the firm's agent, has just returned from a trip to the Pacific Coast, and came back loaded with orders. The firm is also the western agent for a medium-grade wheel known as the Sunbeam, and is the manufacturer of the Sunbeam chain lubricant which is selling well.

The Pacemaker is the name of a new machine which will be placed on the market from Milwaukee next season. It will be manufactured by the National Time Recorder Co., of which Frank H. Bolte, formerly of the Sercombe-Bolte company, is manager. The machine will be a high grade and sell for \$100. Three models will be made—a roadster, weighing twenty-three pounds, a track racer from seventeen to nineteen pounds, and a road racer weighing from twenty to twenty-two pounds. The firm for the present will cater to local trade, and calculates to make about 300 wheels this year.



# THE HOMACOUSTIC

A Method of Actual Voice  
Transmission

## NEW WORK FOR AN OLD SERVANT.

The Homacoustic gives man's old servant, the voice, something to do in a new way. It introduces a new and perfect method—not a new principle—and makes the human voice answer the highest purposes of reciprocal communication between points close enough to permit of its being carried with natural clearness. Such points lie within the confines of large business structures and great ships, and constitute indoor inter-communication.

ESTIMATES FURNISHED.  
CORRESPONDENCE SOLICITED.

Sole Owners and Manufacturers, U. S. A.

**The Rau Manufacturing Co.,**

128 Michigan St., CHICAGO.



THE HOMACOUSTIC MOUNTED ON PEDESTAL.

Connected with the instrument, within the pedestal, may be any number of tubes, coming up through floor, and located wherever it may be most convenient for user.



THE HOMACOUSTIC WITH DOUBLE RECEIVER.

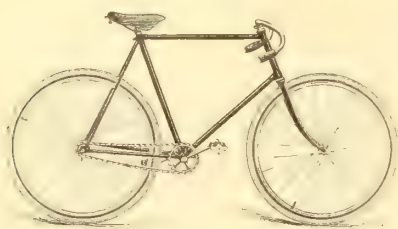


THE HOMACOUSTIC CENTRAL STATION OR SWITCH BOARD.

Mention The Bearings.



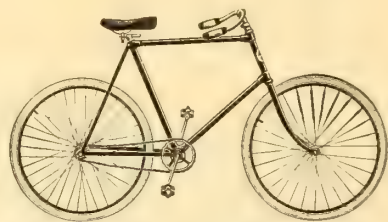
SOME 1895 WHEELS.



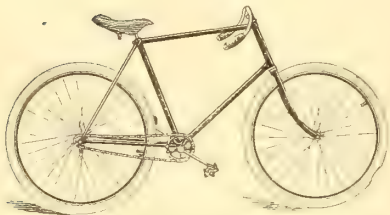
Black Racer.



Sterling Model L.



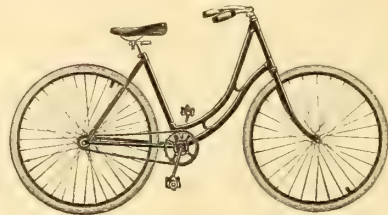
Columbia Model 40.



Black Model B.



Sterling Model K.



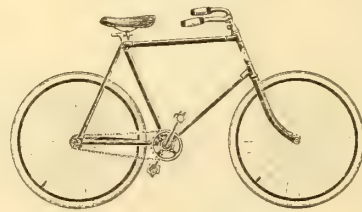
Columbia Model 41.



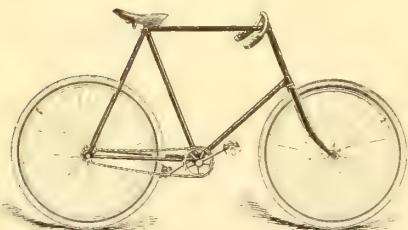
Black Model D.



Sterling Model J.



Columbia Model 42.



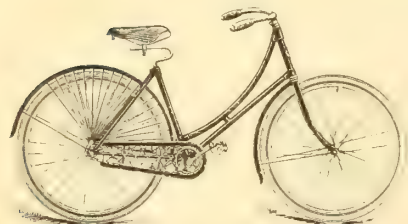
Black Model E.



Sterling Model G.



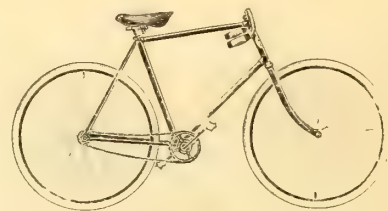
Columbia Model 43.



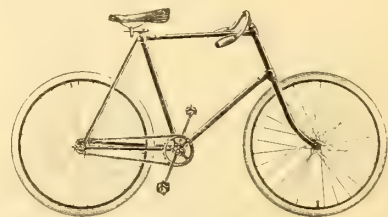
Black Model G.



Sterling Model H.



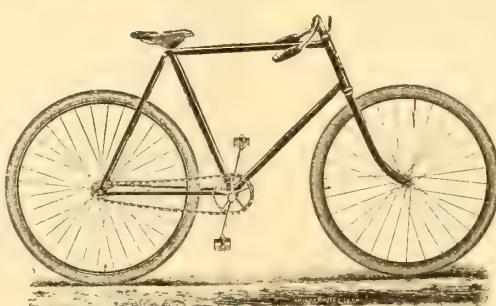
Columbia Model 44.



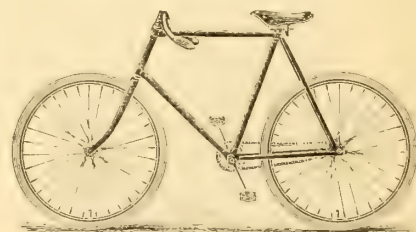
Hartford Model I.



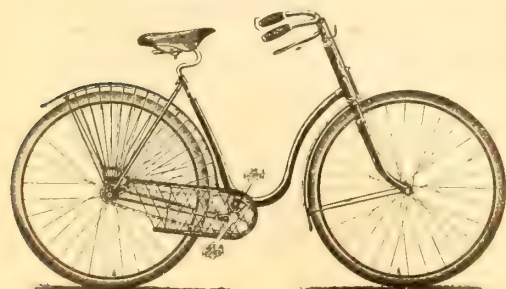
Kenwood Double-Frame Roadster.



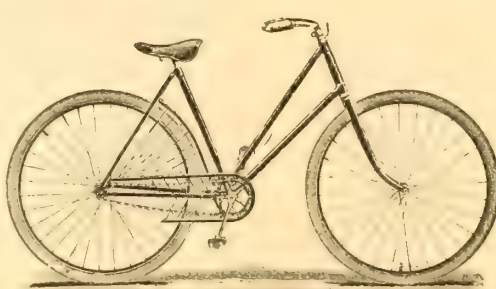
Kenwood Single-Frame Roadster.



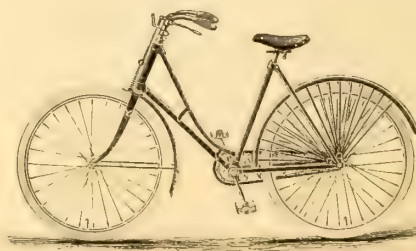
Envoy.



Kenwood Ladies' Wheel.



Kenwood Straight-Frame Ladies' Wheel.



Fleetwing.



## SOME '95 CATALOGUES.

This is the time of the year when the maker floods the country with catalogues. At the present writing the season is not in full blast, but already quite a few have been received at THE BEARINGS' office. During the past week catalogues were received from the following:

E. C. STEARNS & Co., Syracuse, N. Y.—A preliminary catalogue printed in a neat but not elaborate style describing the Stearns line for this year. The regular catalogue is now in press and will not be out for two or three weeks. It will be an *edition de luxe* and fully up to the standard established last year.

GORMULLY & JEFFERY MFG. CO., Chicago.—"Beautiful" fully describes the catalogue issued by this firm. The makers of the Rambler have spent considerable money in making it a work of art. Fine wash drawings make a very attractive book, while the reading matter is also interesting. The whole Rambler family is talked about and the different points of construction described and illustrated. A funny little pamphlet, "How to get a tire free" accompanies the catalogue.

H. A. LOZIER & Co., Cleveland.—An advance pamphlet, with a handsome cover representing Cupid standing on a Cleveland, which has wings instead of pedals, is issued. The Cleveland improvements and new features for '95 are: Tubing of 1¼ inches in diameter is used, the weights are materially reduced to meet the popular demand, the handle-bars are of graceful design and yet stronger than ever, and upon No. 20 the new feature of reversible action is introduced, giving the rider a drop or raised bar at his option. The tubular crown, as well as the double plate crown, are new ideas, while the flat forks are marvels of strength and safety combined, especially on Nos. 19 and 20. The rear forks are greatly increased in size, giving a wonderful stiffness of frame. Their interchangeable front sprocket (detachable rim) will be recognized as a modern convenience.

SAGER MFG. CO., Rochester, N. Y.—Saddles, toe clips, pneumatic pads, Beauty child's seats and parcel carriers, the goods manufactured by this concern, are fully described in a very handsome catalogue just off the press.

## NEXT SUMMER'S CYCLING TRIP.

Many are already planning a trip "a wheeling" for next summer. They like to think about the coming outing, to arrange for it. Care in choosing a mount is the only way to assure one's self uninterrupted enjoyment. "The light running Thistle," made by the Excelsior Supply company, has any number of points in its favor. It is a wheel on which you may venture on roads where other wheels would go to pieces—is as light and swift as it is strong. To be well informed on cycling you must know about the Thistle. \* \* \*

## WILL MAKE THEIR OWN TIRES.

The Indianapolis Rubber Co. are working a full force night and day. They are making tires for the trade and are supplying the Gormully & Jeffery Mfg. Co. with a portion of their season's output. The Indiana Bicycle Co. and the Indianapolis Rubber Co. practically severed connections January 1, and the former is now completing a plant for the manufacture of their own tires under G. & J. patents. Some tires will be purchased from the Indianapolis Rubber Co. until the Indiana company's plant is completed. By making their own tires the Waverley people gain time on repairs and replacements and save possible trouble from inability to supply stock as wanted.

## "Pop" Field Does a Large Business.

The only "Pop" Field has placed orders for Sterlings to the value of \$105,000. These are for '95 delivery in territory west of the Rocky Mountains. Mr. Field will remove his family to California after the Chicago show. Wednesday last he reached Chicago in company with Ed Mohrig, of San Francisco; C. A. Emise, of Salt Lake City; G. M. Hannon, of Denver, and others. Mr. Field arranged rates for a party of twenty coming to the show from Denver. He has been on his present trip since June last, and says that agents are simply hungry for Sterlings in western territory.

## The Success of the Waverley.

W. C. Marion, of the Indiana Bicycle Co., arrived Thursday and put up at the Great Northern. Mr. Marion has charge of appointments of the many retail stores of his company, of which there are now ten, with five more practically decided upon. He states that his company manufactured over 16,000 Waverleys last year and had marketed them all before the factory was cleaned up for another season's business on September 1. The middle of September saw them shipping '95 models. They were first in the field with the new season's goods. Twenty thousand wheels will be made this year, without trouble, as the Waverley is taking everywhere.

## Was a Good Ad for the Czar.

When in Detroit during the recent circus given by the Detroit Wheelmen, Robert W. Slusser, of E. B. Preston & Co., did a clever piece of advertising. Space was secured at the show, and an exhibit was arranged. Circulars by the thousand were distributed, calling upon the people to "See the Detroit Wheelmen circus," and informing them that "The Czar will be there." A full band was engaged for the exhibit, and in three days the genial handsome Czar representative owned the show and the hearts of all the young ladies of Detroit. The ad cost a little something, but was well worth it.

# TRIBUNE BICYCLES!

WE WILL EXHIBIT AT THE

## New York Show, Spaces 115 and 116.

## GENERAL AGENTS:

BAKER & HAMILTON, San Francisco, Cal.  
California, Nevada, Oregon, and Washington.

THE E. C. MEACHAM ARMS CO., St. Louis, Mo.  
Missouri and Lower Illinois.

MORGAN & BEACH, Fort Wayne, Ind.  
Indiana, north and east of Wabash County.

HARBISON & GATHRIGHT, Louisville, Ky.  
Mississippi, Louisiana, Arkansas, Kentucky,  
Tennessee, Alabama, Texas, Oklahoma, and Indian Territory.

THE GEO. MAYER HARDWARE CO., Denver, Colo.,  
State of Colorado.

H. T. CONDE IMPLEMENT CO., Indianapolis, Ind.  
Indiana, south and west of Wabash County.

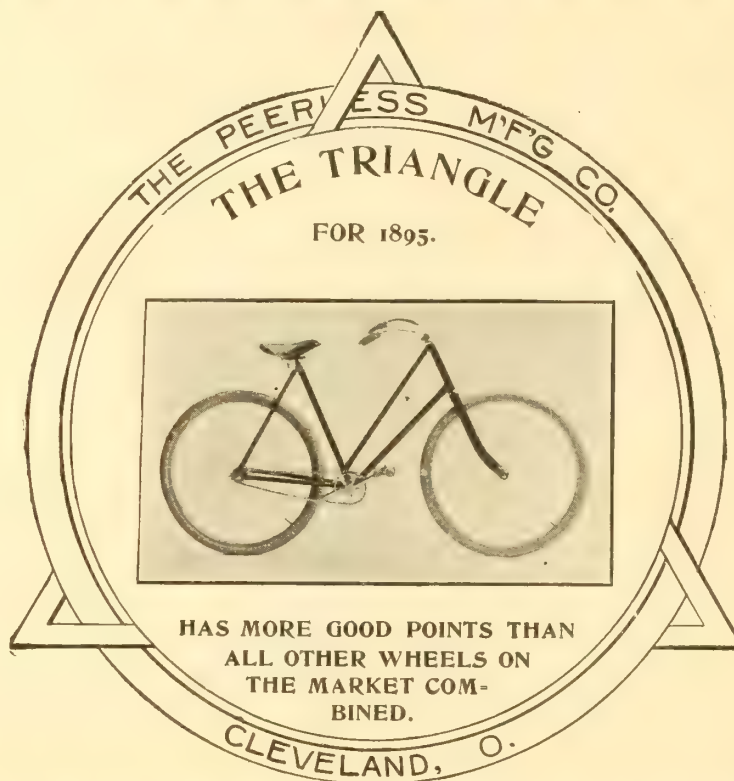
STUDLEY & BARCLAY, Grand Rapids, Mich.  
Michigan, exclusive of Detroit and vicinity.

WM. H. COLE & SON, Baltimore, Md.  
Maryland, Virginia, West Virginia, North Carolina,  
South Carolina, Georgia, and Florida.

A. H. POMEROY, Hartford, Conn., State of Massachusetts.

THE BLACK MFG. CO., = = ERIE, PA.





Write for  
Catalogue.

Mention The Bearings

# THE WABASH LINE

The best and most profitable line of medium priced bicycles on the market for 1895.

	LIST.
28-inch Wabash Scorchers, high diamond frame, weight 26 lbs.....	\$75.00
28-inch Wabash Ladies' Scorchers, double tube, drop frame, weight 29 lbs.....	75.00
28-inch Wabash No. 1, high diamond frame, weight 29 lbs.....	60.00
28-inch Wabash No. 2, double tube, drop frame, weight 32 lbs.....	60.00
26-inch Wabash No. 3, diamond frame, weight 23½ lbs.....	50.00
26-inch Wabash No. 4, double tube, drop frame, weight 26½ lbs.....	50.00
24-inch Wabash No. 5, diamond frame, weight 23 lbs.....	40.00
24-inch Wabash No. 6, double tube, drop frame, weight 26 lbs.....	40.00

ALL WABASH CYCLES FITTED WITH M. & W. TIRES.

ALL WABASH CYCLES HIGH GRADE.

ALL WABASH CYCLES GUARANTEED.

Liberal Discounts and Exclusive Agencies.

## THORSEN & CASSADY CO.,

141 and 143 Wabash Avenue, CHICAGO.

Mention The Bearings.



## NEW SYRACUSE CONCERN.

SYRACUSE, N. Y. Jan. 6.—Syracuse will start the New Year with the establishment of an industry that promises to become one of the largest and most influential in the country. The bicycle business has already carried the name of the city far and wide, for probably there is not a state in the Union, in fact not a civilized country where the Stearns and the Syracuse are not known. The latest candidate for the favor of the wheelmen is the Barnes bicycle which will be manufactured in this city by a stock company, the organization of which was completed on Monday. The new concern, the Barnes Bicycle Co., has been capitalized at \$100,000, which has been divided into lots of 100 shares each, that have been taken up by some of the most conservative business men in town. Stock amounting to \$25,000 has been transferred to Lucien Barnes for his inventions, the feature of which is a new process of brazing which saves so much weight that the company will put out sixteen and eighteen-pound wheels guaranteed for the road. The front fork is the leading innovation, but this is largely in the construction, the lines of the new machine following the latest successful models. On Saturday a five-year lease was signed for the building in East Water Street at the corner of Grape Street, owned by William Hookway, and used by him for a storage building.

The new cycle company will take possession at once and will begin the manufacture of wheels on a large scale as soon as the machinery can be put in position. Arthur R. Peck, of the Peck Cash Register Co., will be the general superintendent of the factory, and C. Arthur Benjamin will be the general agent. Mr. Benjamin placed most of the agencies for the Stearns company, and is one of the best-known and most enterprising young men in the business. The secretary and treasurer of the new company is Charles A. Bridgman, teller of the Merchants' National Bank. Horace White has been the organizer of the company, and will be its attorney. Among the other stockholders, all of whom are on equal terms, are W. H. Warner, W. B. Cogswell, Hamilton S. White, Aime Harnois, Sheriff John A. Hoxsie, Edward I. Rice, Frank B. Haberle, Austin C. Wood, and Hiram W. Plumb.

Charles E. Weaver, manager of the tire department of the Boston Woven Hose Co., J. A. Jochum, of the Chicago Tip & Tire Co., R. J. Noderer, of the sundry firm, the Noderer Mfg. Co., and Henry Crowther, of *Bicycling World* joined the forces in the dining room at Winter's Thursday. "This is distinctively a Chicago institution," said Mr. Crowther, "which other cities would do well to copy. Here your wheelmen meet daily to compare notes and here your visitors may always find a welcome. There is no reason why other cities can not copy the idea. Pleasant, agreeable company makes your food taste good and I like to come to Chicago a great deal on this account."

Prince Wells has applied for a patent on a nickel in the slot machine for inflating pneumatic tires. By dropping a nickel in the slot a rubber tube with a universal connection can be drawn out about three feet. When it is at full length it releases a lever, which, by pressing a button, the air is turned on and the tire inflated. The air is stored in a reservoir which is filled by hydraulic pressure. The machine is so arranged that it is impossible for the small boy to tamper with it.

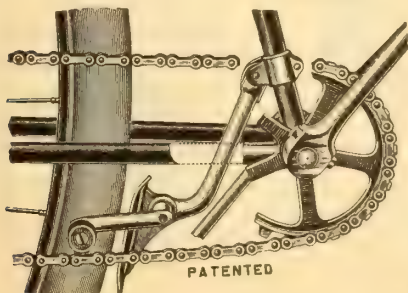
Harry Pound, who went over to England a few months ago for a visit during the holidays, leaving his position with Gormully & Jeffery, will remain in London, England, and take change of the business of his oldest brother, who died just as Harry reached England. For some years Mr. Pound has been a member of the Chicago trade, and Gormully & Jeffery lose a good man in their retail department.

### Detectives Needed Here.

Superintendent Chas. Ainge, of the National Detective Bureau, Indianapolis, Ind., announces that two or three capable and trustworthy men are needed in this county to act as private detectives under his instructions. Experience in the work is not necessary to success. He edits a large criminal paper and will send it with full particulars, which will explain how you may enter the profession by addressing him at Indianapolis, Ind. 14

### Newspaper Reporters Wanted.

We are informed that the Modern Press Association wants one or two newspaper correspondents in this county. The work is light and can be performed by either lady or gentleman. Previous experience is not necessary, and some of our young men and women, and even old men, would do well to secure such a position, as we understand it takes only about one-fourth of your time. For further particulars address Modern Press Association, Chicago, Ill. 14



## NO RIDER

can afford to go without this brake.

**COMFORT, ECONOMY, SAFETY**  
ALL DEMAND IT.

It is Automatic and as quick in action as thought itself.

**BAILEY MANUFACTURING CO.**

207 S. Canal St., CHICAGO.

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## HIGHEST GRADE OILER.

FOR HIGH GRADE WHEELS.



25c. EACH.

**CUSHMAN & DENISON**

172 Ninth Ave., N. Y.

**MEDIUM GRADE OILER.**

For Medium Grade Wheels. 10c.

## The Everett House

is headquarters for all  
bicycle travelers.

Everett House, Union Square and 17th St.,  
NEW YORK.

IT'S A GOOD THING AND YOU CAN  
PUSH IT ALONG.

WHAT?

WHY

**POORMAN BICYCLES**

**J. E. POORMAN,**

5 W. FIFTH STREET, CINCINNATI, O.

Universal approval and support has  
Directory." Universal use natur  
in universal use for an entire  
tunities for an advertiser to  
before prospective custom-  
effectual, and lasting.

been accorded "Artman's Cycle Trade  
ally follows. A Trade Directory  
year offers unequalled oppor.  
keep his name continually  
ers. Nothing so direct,

CAN YOU AFFORD  
OPPORTUN-

TO LET THIS  
ITY GO?

**ARTMAN'S  
CYCLE TRADE  
DIRECTORY**

Names of firms order-  
printed in heavy type;  
cloth, \$5.00; sample pages  
application.

ing book now will be  
400 pages, bound in  
and advertising rates on

**CYCLING PUBLISHING CO.,**

Also publishers of "American

1018 Chestnut St. (Room 20),  
Cycling." PHILADELPHIA.

**ONE DOUBLE BICYCLE TRUNK** for sale, cost \$45. Best offer takes it.  
Address, B. Z., care THE BEARINGS.

**WANTED**—A live man, up to date in athletic and bicycle goods, with \$5,000 to  
\$10,000, to take interest in General Sporting Goods business in best city in the  
west. Established 10 years and has outgrown owner's control.

Address ATHLETE, care THE BEARINGS.

**WANTS TO BUY** 100 or more high-grade, '94 or '95 bicycles for spot cash.  
Must be a bargain. Address, W. S., care THE BEARINGS.

**FOR SALE**—Bicycle shop, finest location in Chicago. In good running order.  
Engine, lathe, drill, press, benches, and small tools. Cash buyer only.  
Address, F. J. T., care THE BEARINGS.



### What Characterizes a High Class Bicycle.

The heating and cooling of steel which takes place in the process of hardening will always more or less change its size and shape, though this may sometimes be almost imperceptible. It follows, then, that the bearings of a bicycle are not absolutely perfect if all the cones and ball race cups are not ground accurately true after being hardened. This work requires an expensive equipment, and then involves an expenditure of time and skill which adds much to the first cost of the bicycle, and, therefore, much more to the maker's selling price, but if this work is not done, the bearings are not brought to that highest standard of excellency.

Every piece and part of work, from the thread on the smallest screw to the frame itself, of a high-class bicycle, is characterized with accuracy. This can only be acquired first, at much expense in keeping all tools in perfect condition, which involves the constant employment of a large force of tool-makers; and, second, by using nothing but skilled labor in the making of every part of the bicycle; and, lastly, by subjecting every operation to a most exacting inspection. It follows that parts perfect in their detail will fit accurately, and when assembled will line up in a perfect whole.

A bicycle is not strictly high-class if in any vital part material is used that is not thoroughly reliable. The fork crown, head and crank shaft sleeve may be considered the most vital parts of a bicycle. At one time malleable castings were largely used in frame construction, but these were soon succeeded by drop forgings. While forgings have held sway for a long time, it is well known that they are not thoroughly reliable, and for that reason they must, in time, be displaced. Makers and users of cold sheet steel stampings believe they have solved the problem. They certainly have the advantage over forgings, in that they avoid the liability of defects from flaws or overheated metal, but are they not liable to produce defective pieces as a result of the punishment given to the shaping of them cold? Another method which is most highly commendable, and one that has been used with good success by several makers, is that of making connections without either forgings or steel stampings. The tubing is sawed, then at a low heat is opened, flared out, and shaped to wrap entirely around the part to which it is brazed. The connecting tubes are of a heavy gauge, but in light frames the upper and lower bar, and seat post column tube, telescope over the connecting tube. In this process it is possible to use a hard temper and very light tubing with perfect safety, since the heat in brazing is

not permitted to extend beyond the re-inforcement, and no filing is done where there is not a double thickness of tubing, which is not the case in joints made with forgings or steel stampings. It will be seen that this frame and fork construction is expensive, but it must also be apparent that none of the other prevailing methods can produce as stiff and strong a frame of equal weight. In frame and fork construction, then, the highest class of work must combine lightness, rigidity, and strength.

### About Inner Tube Tires.

It has been truthfully said that barring leaks at the valve, ninety per cent of tire deflation is the result of internal leaks. We write about inner tube tires because the vast majority of riders prefer tires of that type that they may be prepared to meet the other ten per cent of deflations. If the above statement is true then that style of inner tube tire which prevents in the greatest degree the development of internal leaks, will give the least trouble. Take two inner tubes of equal quality, which will be the most liable to develop leaks—the one which is completely encircled by the outer cover affording it a smooth circular wall against which it evenly presses, or the one which is only partially encircled by the outer cover, and which must force itself into the crevices around the edges of the cover? Again take two tubes of equal quality, let one be endless, giving free circulation of the air, and let the other be but-ended, causing one-half of it to be subjected to a severe air pressure at every revolution of the wheel—which of the two will be most apt to develop leaks? Now take a tube confined in a cover not depending upon inflation for holding it to the rim, and therefore not subjected to an exceedingly high degree of air pressure, will it not be less liable to develop leaks and have longer life, than the one in the cover depending upon inflation for holding it on the rim? The chief points of merit in tires of the inner tube type are two; first, an endless inner tube evenly pressing against the outer cover which completely encircles it, rendering impossible the development of internal leaks; second, mechanically fastened, but not dependent on inflation for holding it on the rim, hence not requiring the high degree of inflation necessary in tires of the Clincher type, and therefore more resilient and less liable to puncture, and of longer life. These qualities are embodied in the Buckeye tire to which fact is largely due the perfect satisfaction, which they have given the past two seasons and which is proof of their excellence.



## A BRIGHT STAR

IS THE



24 1/4 inch Frame, or height to order.

5 1/2 inch Tread.

3-16 inch Hardened Block and Hardened Rivet Chain.

28 x 1 3/4 Buckeye Road Tires.

Re-inforced connections with no forgings or cold sheet steel stampings in head, fork crown or crank shaft sleeve.

Every cone and ball race cup ground accurately true after being hardened.

**SECURE ITS AGENCY.**

**GENDRON IRON WHEEL CO., TOLEDO, OHIO.**



Mention The Bearings





# Only Crescent Detachable Tires

Fit ANY rim WITHOUT ALTERATION.  
No complicated mechanism to explain.

... PRICES



RIGHT...

WORLD'S RECORDS: 1-2 mile flying, unpaced, country road, :44 4-5.  
1 mile flying, unpaced, country road, 1:45 1-5.  
On Indianapolis tires. Erswell, of Cheyenne, did it. Well! Well!

## INDIANAPOLIS RUBBER COMPANY,

INDIANAPOLIS,  
IND.



"I. C."  
Tires.

"G. & J."  
Tires.

CHICAGO SHOW,  
Space 99.



# BICYCLE SUITS

## \$8.00

OUR BICYCLE SUITS ARE MADE TO ORDER FROM THE BEST DOMESTIC ALL WOOL CLOTHS, WITH THE BEST OF TRIMMINGS AND WORKMANSHIP.



PRICE, \$8.00.

A deposit of one-half is required with each order. Samples of goods mailed on receipt of three 2-cent stamps to cover cost.  
Intending purchasers favoring us with orders and giving us an idea of the style of cloths they desire may rely on us to furnish natty and satisfactory suits.

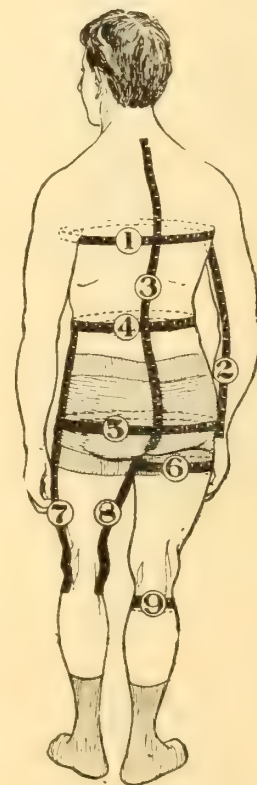
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CYCLISTS' OUTFITTING CO., 167 Dearborn Street, Chicago.

Gentlemen: Please make according to following measurements, one of your regular bicycle suits. Enclosed find deposit of \$-----

Address-----

- |                                 |                              |                        |
|---------------------------------|------------------------------|------------------------|
| 1. Chest measure-----           | 2. Sleeve measure-----       | 3. Length of coat----- |
| 4. Waist measure-----           | 5. Hip measure-----          | 6. Thigh measure-----  |
| 7. Waist to knee (outside)----- | 8. Leg measure (inside)----- |                        |
| 9. Measure below knee-----      |                              |                        |



IN ORDERING FILL OUT THE ABOVE BLANK AND MAIL TO US.

Cuts and measurements for bloomer suits will be ready soon.

### Cyclists' Outfitting Co.,

Reference, by permission, to  
THE BEARINGS PUBLISHING CO., CHICAGO.

167 Dearborn St., CHICAGO, ILL.



# M. & M. W. Co

CYCLE MANUFACTURERS' SUPPLIES  
IN STOCK AND FACTORY PRICES.

Mannesmann Tubes.  
Mannesmann Forksides.  
Mannesmann Finished Frames.  
P. & M. Saddles.  
Brooks Saddles.  
Indianapolis Tires.  
Appleby & Duckworth Chains.  
Janney Pedals.  
Adjustable Handle Bars.  
Forgings and Finished Parts.

**SEND FOR CATALOGUE**

AND SPECIAL DISCOUNT SHEET.

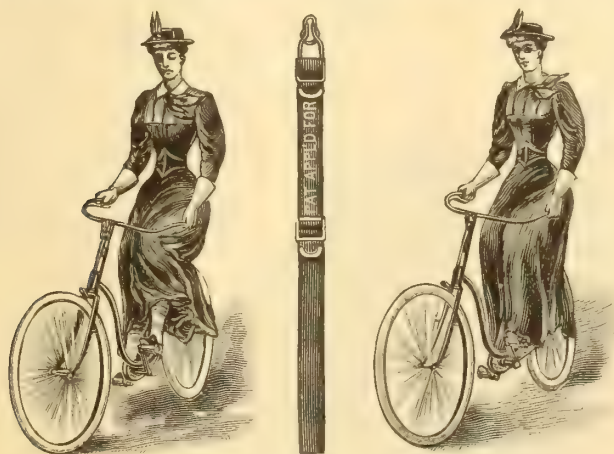
**Manufacturers' & Merchants' Warehouse Co.**

10 to 24 West Water Street,  
West End Washington and Randolph Sts. Bridges,

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## LADIES, KEEP YOUR SKIRTS DOWN



This you can do most effectively by using

**Hopps-Braddock BICYCLE SKIRT HOLDER.**

If your dealer doesn't carry them, send us postal note or express money order for 25c. (stamps not taken), and we will send you a pair by return mail, post-paid.

**BRADDOCK HOSE SUPPORTER CO.,**

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Does all kinds of Printing and Binding,  
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## For Tourists, Hunters, Campers and Cycling Parties.



Patent applied for.

Weight of entire outfit  
ten pounds.

Can be set up in less  
than five minutes.

Tom W. Winder will  
carry a Cycle Tent  
on his tour of the  
States.

Bid good-by to hotel  
bills. Take your sum-  
mer vacation on a  
wheel and camp out.

CORRESPONDENCE  
SOLICITED.

**Cycle Tent Co.,**  
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# 22½ Pounds of Pleasure for \$75.

It's magnificent pleasure,  
long drawn out, too.  
It's embodied in the Elmore Scorchers,  
the handsomest, best constructed, and smoothest-  
running wheel ever offered for \$75.  
Then, there's the Elmore Roadster (25 pounds)  
and the Elmore ladies' bicycle (26 pounds)  
both at the same figure.  
They are fit companions for the Scorchers.  
It is not necessary  
to take our word for it. The wheels are ready  
for inspection and will  
speak for themselves.

**Edwin Oliver & Co.,**

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Chicago Show, Stand 126.

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To the right sort of agents  
we are quoting  
nice, fat discounts.

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The manufacture of CYCLE CHAINS is not a  
side issue with us. It is our sole business and  
that is why ours are

## The Standard Chains of America.



We have a NEW PATENT HARDENED  
RIVET which is the greatest advance yet made  
in chain making. It will pay you to investigate  
it. Our new polished chains with these rivets are  
unequaled. See our exhibits at the Chicago and  
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**ROGER B. McMULLEN & CO.,**  
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General U. S. Sales Agents.

**Indianapolis Chain & Stamping Co.,** Largest Factory  
in the World....  
First in America, 126-128-130 W. Maryland St., INDIANAPOLIS, IND.

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**ELASTIC TIP CO.,** 370 Atlantic Ave., Boston, Mass.,  
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## The "Standard" Bicycle Rest

Rest, Lock, and Brake, combined, \$2.50

Lock and Brake, without Rest, 1.50



Brake and Lock combined, is the  
best and cheapest, as well as the  
greatest selling device of the kind  
yet introduced in the line of bicycle  
attachments. It is neat, light and  
durable, as well as noiseless, full  
nickel-plated, and catches the eye  
of all who see it. To appreciate it  
it must be seen. (Its points of ad-  
vantage are as follows: First, you  
can use it as a brake by pressing it  
with the foot; second, you can lock  
your wheel when not in use, so it  
will neither run backward nor for-  
ward and fall at the slightest  
touch.)

(It will stand equally as well on  
uneven ground as level, and when  
you have no rest convenient you  
have one with you that answers as  
a perfect and safe rest, and when it  
is not in use is doubled up along  
the fork and is held by a snap  
under the handle bar perfectly out  
of the way and is adjustable to all  
wheels. All who are using them  
speak in words of the highest  
praise and recommend them to  
their fellow wheelmen.)

Liberal reductions to jobbers,  
dealers, repair men, and wheelmen  
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sale. Pushing wheelmen make  
big money handling these attach-  
ments. Correspondence solicited.

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*Outing*  
BICYCLES.

Price, \$85.

DO YOU KNOW

“A Good Thing?”

WELL, HELP US

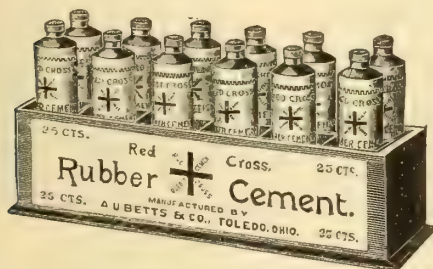
“Push it Along.”

We refer to OUTING BICYCLES,  
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Chicago Cycle Show. Remember we  
are in the loft.

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P. S. Get one of our watch charms  
there—free.

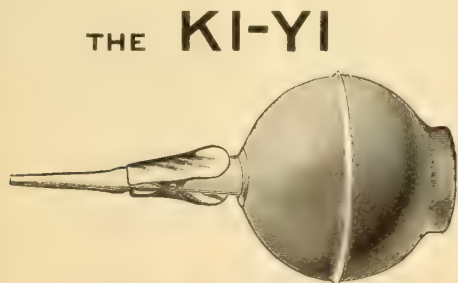
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THE BEST CEMENT IN THE WORLD  
FOR REPAIRING PNEUMATIC TIRES.

For sale by all first-class dealers throughout the  
world. It has no equal. The tubes are put up in neat  
and attractive cases, containing one dozen tubes each.  
None genuine unless it bears our trade mark, Red Cross.

Sample Tube by Mail, 25c.



OR CYCLE TOURIST'S GUN.

A few drops of diluted Aqua Ammonia from the noz-  
zle of our KI-YI will teach the bicycle-chasing dog a les-  
son he will not likely soon forget. It works like magic.  
As a rider puts it: “You could hear him howl ten squares.”  
What tourist has not wished for one of these?

Price (each by mail), 50c.

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RUBBER CEMENTS and SUNDRIES.

Send for our catalogue and prices on our  
full line of

RED CROSS SUNDRIES for '95

It will pay you.

We will be at the Chicago Show, and of course  
will be delighted to meet you.

Do not forget our space—

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Call and see us.

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WOOD RIM

TIRE CEMENT

For Wood and Metal Rims  
Something entirely new.  
Cheapest, best, cleanest.  
Saves 90 per cent of time  
and labor. Always ready.  
Easily applied. Impossible  
for a tire to creep on either  
STEEL or WOOD rims.  
Is not affected by water or  
heat. Should be in every  
factory and repair shop  
throughout the country.  
One ounce of this cement  
will reach as far as one  
pound of the solid cement.

Sample Can Sent Pre-  
paid upon Receipt of 50c  
Send for Discount to  
the Trade.



RED CROSS REPAIR OUTFIT.

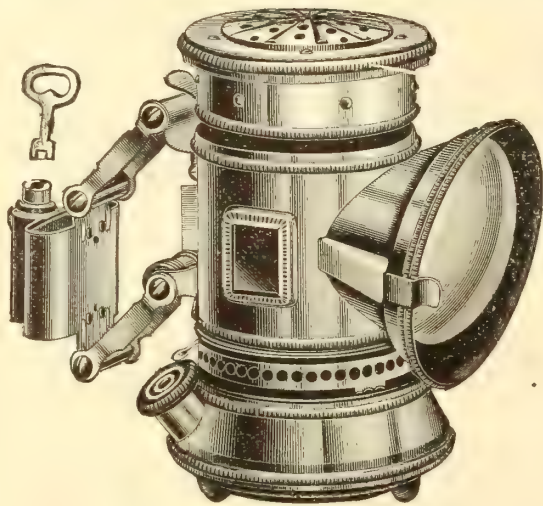


This Repair Kit is without exception the neatest,  
most complete and most durable outfit on the market.

The case is comparatively indestructible, and its con-  
tents can be replenished at a very nominal cost. The  
cases are handsomely nickel plated and are neat and  
attractive.

Each case contains two tubes of the famous Red  
Cross Cement, a roll of Pure Gum Patching, a sheet of  
Emery, a package of Silk Lacing, a Lacing Needle and  
Friction Cloth. Sample by mail, 50c.





# THE "SEARCH LIGHT" BICYCLE LANTERN

For 1895 has a number of improvements and is up-to-date in all respects.

AN ILLUMINATOR, NOT SIMPLY A SIGNAL.

THE FOLLOWING ARE SOME OF THE CLAIMS WE MAKE FOR IT:

The only first-class bicycle lantern burning kerosene oil. Made on the same principle as Central Draft Lamps. Will burn TEN HOURS without trimming. Made entirely of Brass. Wick will not char. Perfect in mechanical construction. Always cool. Wick is held firmly in position, and will not work down. Can be left burning indefinitely without danger of melting. Can be easily taken apart and cleaned. Filled and lighted from outside. No tin used in any of its parts. Handsome in appearance.

FINISHED IN NICKEL-PLATE, PRICE EACH, \$5.00.

BRIDGEPORT BRASS CO., BRIDGEPORT, CONN.

SALESROOM, 19 MURRAY ST., NEW YORK.

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## Gales Cycles. Gotham Cycles.

RELIABLE AGENTS WANTED.

### Gales

\$80.00,

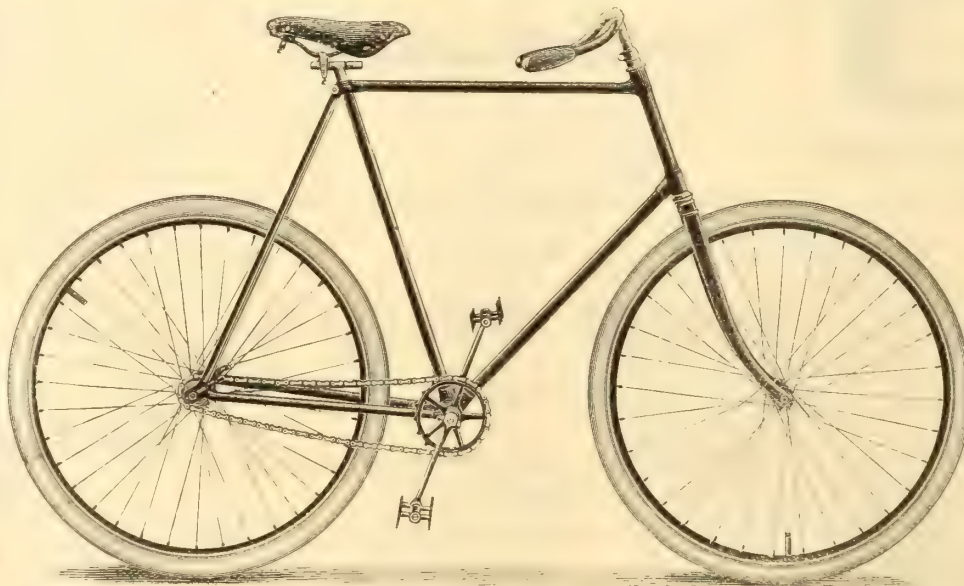
24 pounds.

\$90.00,

21 pounds.

\$85.00,

Ladies', 25 pounds.



Gales Roadster.

### Gotham

High Frame. Wood Rims.  
Diamond or Drop  
Frame.

24 inch 23 pounds,  
\$40.00.

26 inch 24 pounds,  
\$50.00.

28 inch 28 pounds,  
\$60.00.

We carry the largest stock in the United States of Sundries, Lamps, Bells, and all Cycle Accessories.

SCHOVERLING, DALY & GALES,

Sterling Agents for Eastern New York.

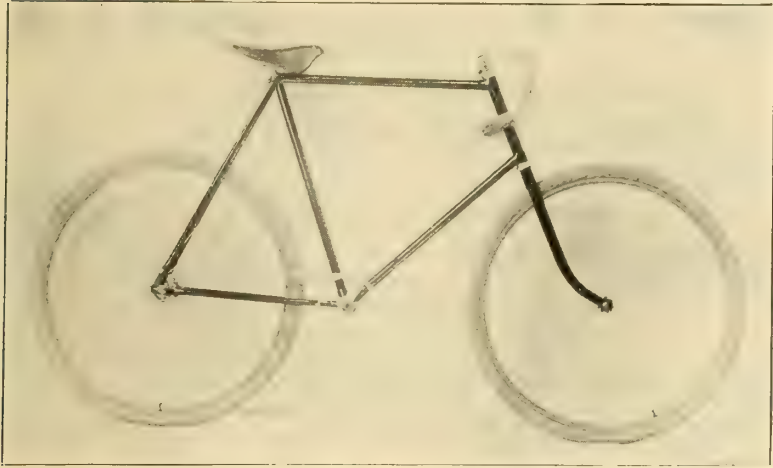
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# Make a Note of This

and we will demonstrate to you beyond a doubt that the ARISTON is the most attractive and superb bicycle built.



Send us your name for illustrated catalogue of Ariston cycles.

**ARISTON MFG. CO., Westboro, Mass.**

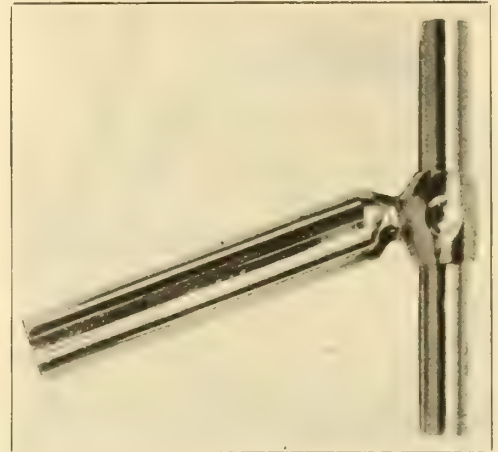
HORLE MACHINE & ENGRAVING WORKS, 83 Reade St.,

MENTION THE BEARINGS

New York Agents.



IT'S COMMON TALK—THE WAY OUR HANDLE-BAR IS MENTIONED—THE BEST.



OUR BEARINGS—THERE IS NOTHING LIKE 'EM.

**PIERCE**

**TRIED  
AND  
TRUE**

**CYCLES**

BEST DETACHABLE FRONT SPROCKET.  
BEST DETACHABLE BRAKE.  
TREAD JUST NARROW ENOUGH.

Model 1, Roadster, 23 lbs.,  
Road Racer, 21 lbs.,  
Model 7, 28-in., Ladies', 25 lbs.,  
Racer, 18 lbs.,

**\$75**

POUGHKEEPSIE, N. Y., Dec. 23, 1894.

G. N. PIERCE & Co., Buffalo, N. Y.  
Gentlemen:—Your models and choice of tires are all you get in any strictly high-grade wheel, which the Pierce is, without doubt. Have had less trouble with them than with wheels selling at \$125. Have decided to sell only one line next season, and that the Pierce. I cannot find anything better. I remain,

R. J. MALONEY.



OUR PEERLESS QUEEN CITY JUVENILE LINE.

Reliable as of old. Wholly remodeled.

**\$50-26-inch, Youths' and Ladies'.**

**\$40-24-inch, Boys' and Girls'.**

**GEO. N. PIERCE & CO., BUFFALO, N. Y.**

Anticipate our Art Catalog.

ESTABLISHED 1865.

Space 37 Chicago Show; Spaces 27 and 28 New York Show.

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New York Office,

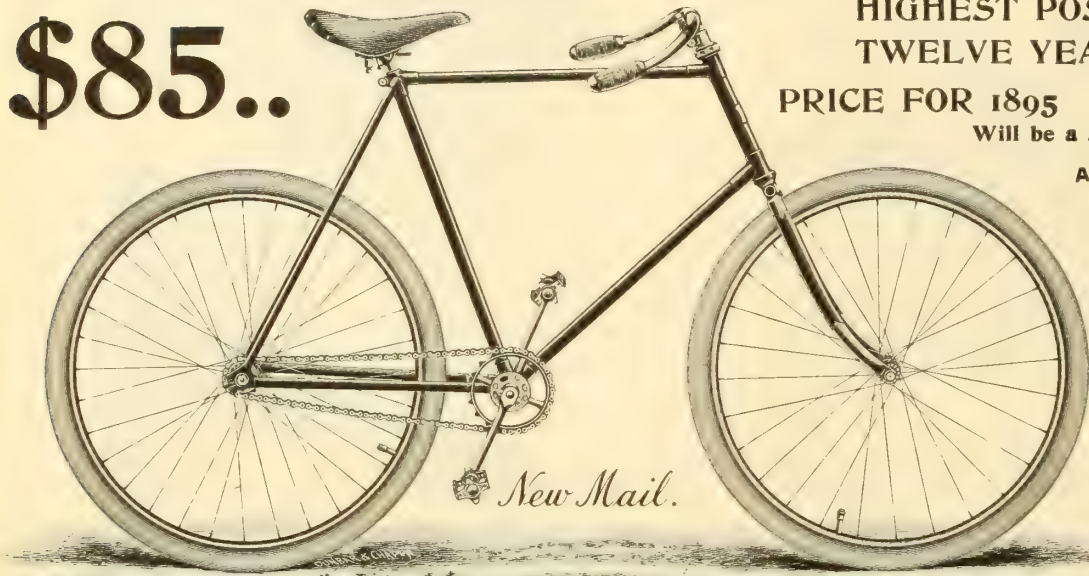
107 Chambers and 91 Reade Sts.



# To the Large Trade==Don't Order New Mail

Your '95 stock until getting our quotations of the best line high and medium grade wheels in the market . . .

\$85..



HIGHEST POSSIBLE GRADE.  
TWELVE YEAR'S REPUTATION.

PRICE FOR 1895

Will be a seller at this price.

\$85

ALSO

TEMPLAR, 28 in. man's wheel,	\$60.00
ATALANTA, 28 in. ladies' "	60.00
RED CLOUD, 26 in. boys' "	50.00
WHITE WINGS,	50.00
WHISTLER, 24 in. boys' wheel,	40.00
WHISTLER, 24 in. girls' "	40.00
CHERUB, - - - - -	15.00

Best selling line for the trade.

Discount to trade.

Address for quotations. Send for catalogue.

**Wm. Read & Sons,**

107 Washington St.,

Established 1826. BOSTON, MASS.

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Niagara

NIAGARA ROADSTER, 21 and 24 lbs.

Niagara



BUFFALO WHEEL CO., Buffalo, N. Y.

Send for Catalogue.

Niagara

Niagara

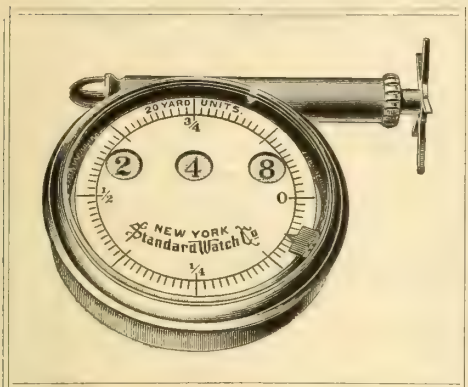
Mention The Bearings





# The Standard Cyclometer

Has Created the Sensation of the Show.



A Popular Price for the Best Cyclometer Made.

A FEATURE--IT IS LIGHT.

It is about the size of a watch, beautifully neat in its proportions, weighs a trifle over three ounces; has a white ivory enameled dial, same as a watch; in grace of model and finish of parts it suggests a watch, as befits a product of a watch company.

Happy the rider who looks on its honest face—for its figures never lie! The price?—only \$2, with a discount to dealers.

WE MAKE THE PRICE FOR "CYCLOMETERS." "THERE ARE OTHERS"—BUT—

Call and see us at { CHICAGO SHOW : SPACE 100 1-2.  
NEW YORK SHOW : SPACE 48.

## NEW YORK STANDARD WATCH CO.,

11 John Street, NEW YORK.

103 State Street, CHICAGO.

Mention The Bearings

### *Johnny Johnson's Straightaway Records Broken on a Globe.*

On Dec. 13, ED. LEONERT covered the two fastest miles ever ridden by mortal man.

1:35 for paced, and 1:52 3-5 for unpaced mile.

*Ride a GLOBE and become a RECORD BREAKER.*

An Agency for the '91 Globe will be worth securing. Write us about it.

WILL EXHIBIT AT THE NATIONAL CYCLE SHOW.

Come and see us.

*Globe Cycle Works, - - Buffalo, N. Y.*

Mention The Bearings



# LOOK AT THE HANDSOME “VICI” TIRES

On Bicycles at the New York Cycle Show and compare them with other Tires and decide which will improve the looks of your wheel the most.

## Boston Woven Hose & Rubber Co.

275 Devonshire St., Boston, Mass.    205 Lake St., Chicago, Ill.    943 N. Second St., St. Louis, Mo.  
14 Fremont St., San Francisco, Cal.    10 South Water St., Cleveland, Ohio.  
1810 Blake St., Denver, Colo.    Tacoma, Washington.

Mention The Bearings

# THE BISON

## WHEELS FOR 1895

Are leaders in every respect, and will be more popular than ever this season.

**Lighter, Stronger, and  
Easier Running.**

If you want to secure the agency for quick-selling, up-to-date wheels, write for catalogue and terms to the makers.

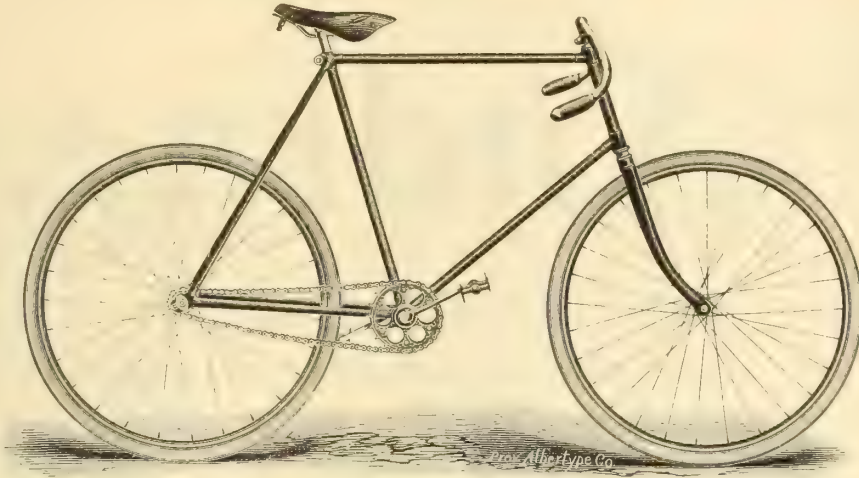
Liberal discounts to the trade.

## Gibson & Prentiss Cycle Co.

Mention The Bearings

— BUFFALO, N. Y.





## “Orient”

This is our

19-lb. Guaranteed  
Roadster.

It has a 5-inch actual tread.  
7-16 balls.  
Big easy-running balls.  
Universally adjustable bar.  
And both the sprockets are  
reversible and detachable.

If you are a good rider this is the wheel  
you should ride.

**The Waltham Mfg. Co.,**

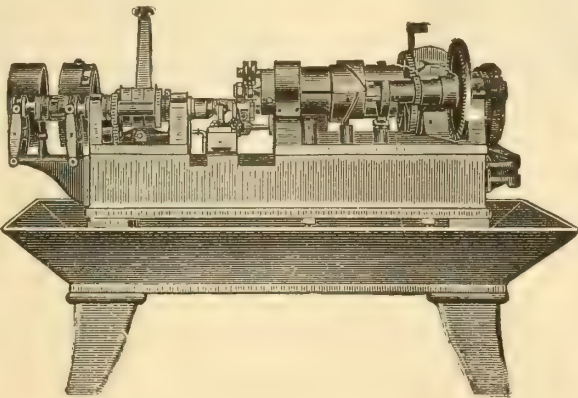
194-196 Columbus Avenue,  
BOSTON, MASS.

P. S.--Send in your name for our “Gem” cat. Ready Jan. 25.  
See you at NOO YAWK.

Mention The Bearings

# STEEL BALLS

For all  
Anti-Friction Purposes. . . . .



Oil Cups, Nipples,  
Air-Valves,  
Turned Nuts,  
Screws, etc.



We also manufacture

....AUTOMATIC  
**SCREW MACHINES**

For turned work of every description.

**The Cleveland Machine Screw Co., Cleveland, O.**

Mention The Bearings.



"HOW MUCH OF HUMAN LIFE IS LOST IN WAITING?"

The Man Who Buys an

# Andrae...



IT'S AN ANDRAE.

Thanks his Lucky Star that he did; he is filled with self-gratulation. There is quite a difference between wheels; perhaps you have discovered this.

**Julius Andrae Cycle Works,** Milwaukee, Wis.  
U. S. A.

ADVANCE SHEET READY.

STAND NO. 20, CHICAGO SHOW.

Mention The Bearings.

## ..YOU CAN NOT STOP THE SUN.. FROM RISING

AND EVEN THE SUN CAN NOT OUTSHINE THE BRILLIANCY AND BEAUTY OF THE



# WARWICK ...LINE...



**WATCH IT!** Every 1895 Model is New in Design and Construction. Send for catalogue. It is a novelty. The New York Show is coming. We will be there.

**THE VERY CYCLE COMPANY**

**WARWICK CYCLE MFG. CO.**

Manufacturers' Agents for N. E. BOSTON.

Makers, SPRINGFIELD, MASS.

Mention The Bearings



STRICTLY HIGH GRADE.

REAL IMPROVEMENTS.

LIGHT WEIGHTS.

EASY RUNNING.

UNIVERSAL SATISFACTION.

QUICK SELLERS.

They are everything that an agent or rider can desire.

Send to us for catalogue and agency.



# International Manufacturing Co.,

194, 196, 198 South Clinton St.,

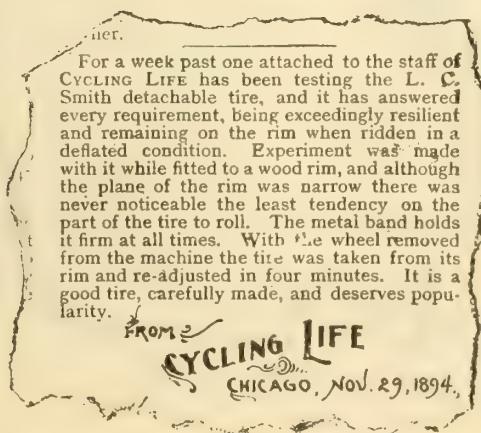
MASON & MASON, West Side Agents, 587 W. Madison St.

CHICAGO.

Mention The Bearings

# "THEY ARE ALL RIGHT"

L. C. SMITH TIRES  
ARE  
ALL RIGHT.



L. C. SMITH TIRES  
ARE  
ALL RIGHT.

Allow us to mail you illustrated catalogue.

# L. C. SMITH TIRE CO.,

Chicago Cycle Show, Stand 108.

Mention The Bearings

SYRACUSE, N. Y.





SPACE 111, CHICAGO CYCLE SHOW.

CHICAGO OFFICE, 151 LAKE STREET.

Mention The Bearings



# SANGER

THE GREAT SANGER,  
THE KING OF CLASS B,

Has selected as his mount for 1895

SANGER is a competent judge.  
He knows A GOOD THING and will

## PUSH IT ALONG.

The Spalding Bicycle

All applications for agencies for the Spalding and Credenda Bicycles for territory west of Ohio and north of Tennessee must be addressed to A. G. Spalding & Bros., 147-149 Wabash Ave., Chicago, Ill.

On exhibition at  
CHICAGO CYCLE SHOW, Stands 6, 7, 8.  
NEW YORK CYCLE SHOW, Stands 112, 113, 114

IF YOU WANT TO WIN ON THE TRACK OR  
ROAD YOU SHOULD RIDE THE SPALDING.

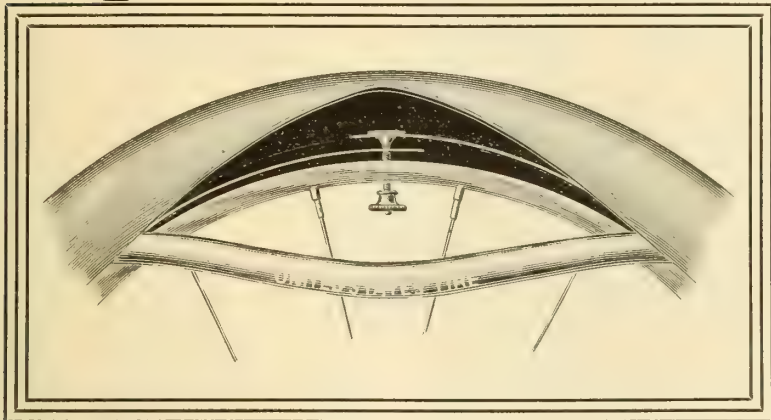
**A. G. SPALDING & BROS.,**

Factory, CHICOPEE FALLS, MASS.	CHICAGO, 147-149 Wabash Ave.	NEW YORK, 126-130 Nassau St.	PHILADELPHIA, 1216 Chestnut St.
-----------------------------------	---------------------------------	---------------------------------	------------------------------------

Mention The Bearings



# THAT CLAMP DOES IT.



Does what?

Does what?

... Why, it holds the...

*United States*  
*Tire* To the Rim.

Call on us at the Chicago Show and examine the only perfect mechanically fastened tire.  
If you can't come to the show, write

**UNITED STATES TIRE CO.,**

**33 Barclay Street, NEW YORK.**

Mention The Bearings.



## The Record

### \$85.00



PERFECT DESIGNS.  
EASY RUNNING.

Racer, 17 pounds.

Full Roadster, 24 pounds.

## W. G. RIBBLE & CO.

RELIABLE AGENTS WANTED.

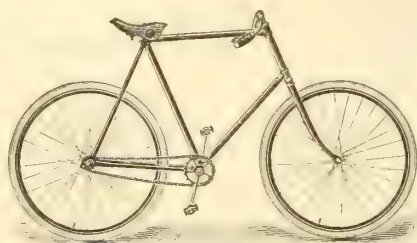
72 E. COURT ST., INDIANAPOLIS, IND.

Mention The Bearings



# Specifications of the Phoenix

Frame 22-23-24-25 inches. 1 1-4 x 10 inch head. 1 inch tubing.  
Double Fork Crown. Handle bar dropped or raised, choice of 6 styles. Bearings dust proof.  
Sprocket wheel drop forged, detachable. Gear 64, choice of 60, 63, 66 1-2, 68, 72.  
Pedals rat trap, optional rubber. Cranks 6 inches, choice of 6 1-2, 7.  
Chain Perry Humber pen steel bushed, imported.  
Tread 5 inches. Rims wood, steel optional. Spokes cold swaged.  
Tires, choice of New York, M. & W., G. & J., Palmer, Dunlop.  
Weight from 21 to 24 pounds.



Prospective buyers will note that, as our specifications are great in variety, we are in a position to satisfy all riders. Once *satisfied* regarding specifications, *the Phoenix rider has satisfaction* complete, because the wheel can not fail to please, and we guarantee it.

CHICAGO SHOW, Space 64.

Eastern Branch,  
575 Madison Ave.,  
New York City, N. Y.

## Stover Bicycle Mfg. Co.,

FREEPORT, ILL.

1895 Catalogue ready for delivery.

MENTION THE BEARINGS

FACTORY, HAGERSTOWN, MD.  
NEW YORK BRANCH 72 READE ST.  
ST. LOUIS BRANCH 608 N. 4th STREET



THE BEARINGS  
CYCLING AUTHORITY  
AMERICA

# FENTONS FOR 1895

Agents  
for Tennessee,  
Dudley Bros. & Black,  
Nashville, Tenn.



Agents for  
Colorado and Nebraska,  
A. L. Dean & Co.,  
Denver, Colo.

Plant and Office Building of the Fenton Metallic Mfg. Co., Jamestown, N. Y.

FENTON TRACK RACER, 17 LBS.,  
FENTON ROAD RACER, 21 1-2 LBS.,  
FENTON LIGHT ROADSTER, 24 1-2 LBS.,  
FENTON FULL ROADSTER, 28 LBS.,

PRICE--

## \$100

The same standard of excellence will be maintained on our 1895 product as formerly.

All Fenton Bicycles fitted with  
the Fenton Adjustable Bar.

**FENTON METALLIC MFG. CO.,**  
MENTION THE BEARINGS JAMESTOWN, N. Y.

NO BETTER BICYCLE MADE THAN THE

THE MODERN  
BICYCLE  
WITHOUT A  
RIVAL.

## LOVELL DIAMOND

AGENTS  
WANTED.  
CATALOGUES  
FREE.

**JOHN P. LOVELL ARMS CO., BOSTON, MASS.**

CALL AND SEE OUR LINE AT

SPACE NO. 43, CHICAGO CYCLE SHOW.  
SPACE NOS. 86 & 87, NEW YORK CYCLE SHOW.

Mention The Bearings.



W. W. W. SPACES, CHICAGO CYCLE SHOW, Nos. 11, 12, and 13.

The price of CRESCENT BICYCLES does not fluctuate. These machines are WORTH 100 cents on the dollar and the prices remain the same, year after year, as they always do for standard articles.

## CRESCENT BICYCLES.... ARE RELIABLE.

We have reduced the weights of our bicycles without sacrificing strength, and our constant aim is to give entire satisfaction to both dealer and purchaser.

### CRESCENT SCORCHER, 20 lbs., \$90....

CRESCENTS Nos. 1 and 4.  
Men's and Ladies' \$75.

CRESCENTS Nos. 2 and 5.  
Youths' and Misses' \$50.

CRESCENTS Nos. 3 and 6.  
Boys' and Girls' \$40.

All of the very best quality and strictly up-to-date. Send for our catalogue; FREE.

## WESTERN WHEEL WORKS,

Factory : CHICAGO.

Eastern Branch : NEW YORK.

W. W. W. SPACES, NEW YORK CYCLE SHOW, Nos. 39, 40, and 41.

Mention The Bearings.

# There's Something About "Imperial Wheels"

that makes them sell like the proverbial "hot cakes."  
Several somethings in fact.

With a good territory and these good wheels,  
any live agent can figure on a fat addition to his  
bank account this year.

Write to find out more about them.

AMES & FROST COMPANY, Blackhawk St., & Cherry Ave., Chicago, Ill.



# Space No. 135 Gallery of Chicago Show

That's where

# ROYALS

will be exhibited.



AGENTS CALL AND SEE US.



## Royal Cycle Works, Marshall, Mich.

MENTION THE BEARINGS

## ONE HALF HAS NEVER BEEN TOLD

Of the wonderful excellence of the **BEST LINE OF BICYCLE SUNDRIES ON THE MARKET.**

THEY ARE

RIGHTLY NAMED--

# “PERFECTION”

None CAN be better. We make them, and SPARE NOTHING in making them right.

“PERFECTION” REPAIR OUTFITS, CHAIN GRAPHITE, SOLID BURNING OIL, RUBBER CEMENT, WOOD RIM CEMENT, TIRE CEMENT, FOOT PUMPS, SMALL PUMPS, BELLS, LANTERNS, AND A HOST OF OTHER “PERFECTION” SUNDRIES.

### WE WANT THE SUNDRY TRADE.

SEE US WHEN YOU COME TO THE CYCLE SHOW

Our Store is “chock” full of Sundries  
and Hospitality.

LET US TELL YOU THE OTHER  
HALF PERSONALLY OR  
BY CONFIDENTIAL  
LETTER---WRITE.

SIEG & WALPOLE MFG. CO.

285 WABASH AVE.,

CHICAGO.

MENTION THE BEARINGS



## Notice.....

The leading manufacturers and dealers, after thoroughly examining all other mud-guards at the show, have decided to adopt the

### Shone Perfected Automatic Mud-Guard

and you will forever regret it if you don't see us at the show.

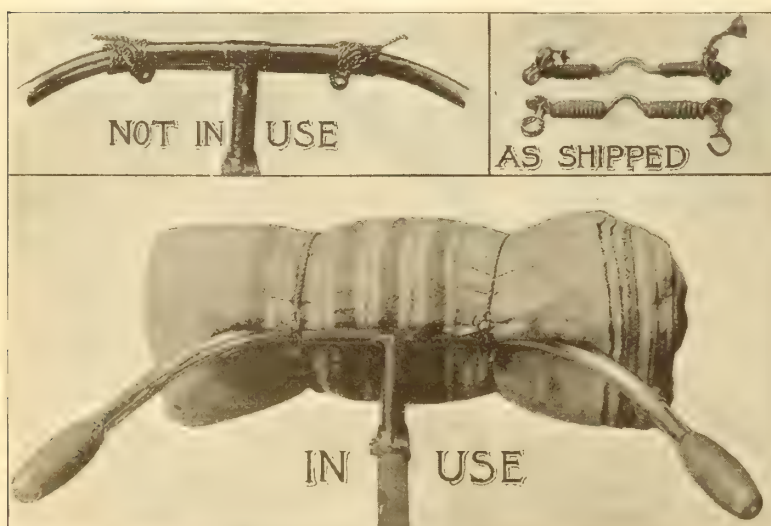
The HALL-SHONE CO.,  
ROCHESTER, N. Y.

Mention The Bearings

Named at Chicago Cycle Show

## "It's all Right" Luggage-Carrier.

So light it can be mailed wrapped for two cents.



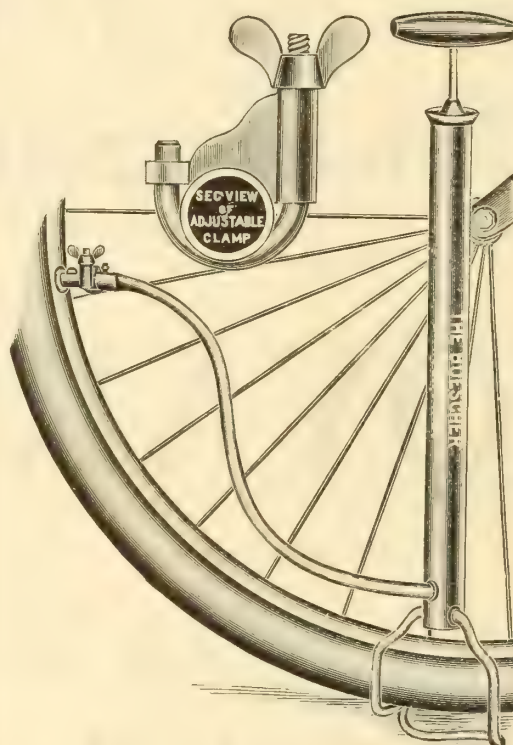
Always left on handle bar, you can always have it with you.

See it at Space 100 1/2  
Chicago Cycle Show.

TIE COMPANY, Unadilla, N. Y.

Mention The Bearings

# ..PUMPS..



Strength  
Beauty  
Effectiveness

A combination worthy of every WHEELMAN'S consideration.

A universal coupling adapted to all valves, or the adapted universal valve screw connection if desired.

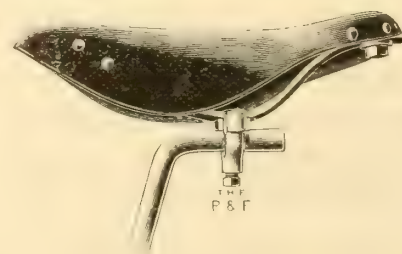
Insist upon your dealer showing them.

Lithographs for advertising sent on application.

The Buescher Mfg. Co., Elkhart, Ind.

Mention The Bearings

## P. & F. SADDLES.



WRITE FOR PRICES.

Reading Nickel-Plating & Electrical Company.

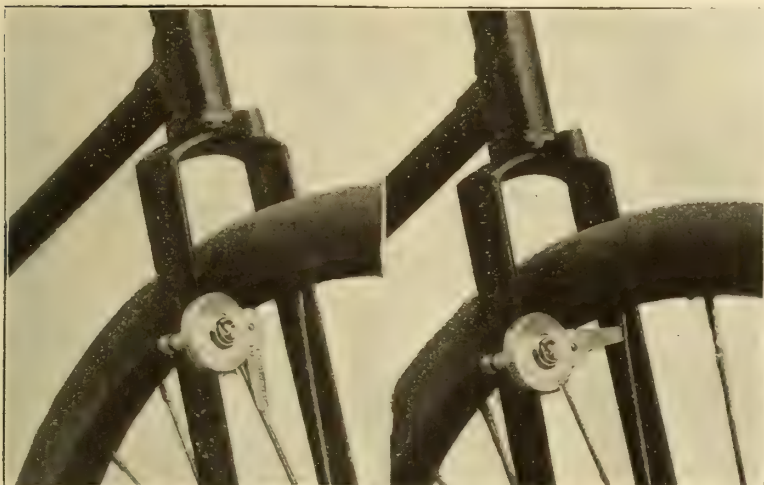
Reading, Pa.

MENTION THE BEARINGS.



# New Automatic Lock FOR BICYCLES

DOES AWAY WITH CHAIN.



Always on the Machine. Adjustable to any fork, and can not be picked. Strong and durable. **WEIGHS ONLY TWO OUNCES**, and locked without key. Supplies a long felt want, being **ALWAYS READY** and never forgotten. Model of simplicity and the wonder of the times. Has no equal. Sells at sight for the moderate price of One Dollar.

MANUFACTURED BY THE

## Perfect Bicycle Lock Co., Coldwater, Mich.

Mention The Bearings

# Demorest Bicycles...

Neighbor, why not let a Demorest wheel work for YOU next season? A substantial reduction in price, with our '95 improvements, makes the Demorest wheel the most desirable wheel in the market.

**WE MAKE A SPECIALTY OF  
BUILDING FRAMES....**

complete, or in part, according to specifications. We guarantee them to be first class in every particular.

MENTION THE BEARINGS

They "tire" you never.  
They "chain" you forever.  
They "rivet" your affection.  
They "clinch" your admiration.  
They "grip" your regard.  
They "saddle" your sorrows.  
They "inflate" your good nature.  
They "brake" your bad habits.  
They "head" you in the right direction.  
They "lever" die than get left.  
They "bar" the cobwebs out of your think tank.  
They "pin" your faith.  
They "crown" your joys.  
They "spoke" well of him, because he rode a  
"Demorest" wheel.



## Demorest Mfg Co.

WILLIAMSPORT, PA.



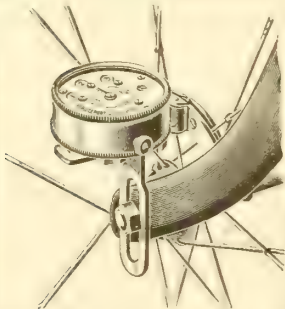
THE  
**BEARINGS**  
CYCLING  
AUTHORITY  
FLORIDA

HERE THEY ARE!!!

# Bridgeport Cyclometers

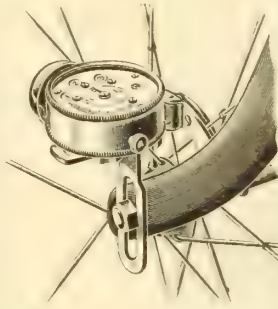
THREE STYLES FOR 1895.

"MODEL A."



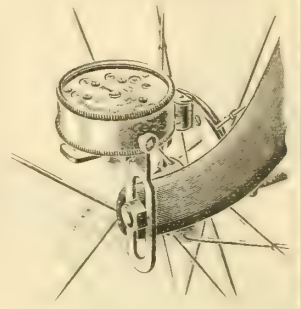
GUARANTEED  
TO BE  
ACCURATE.

"MODEL B."



WATERPROOF  
AND  
NOISELESS.

"MODEL C."



## REDUCED PRICES.

MODEL "A" registers 1,000 miles accurately and repeats, or can be set back to zero at will. Nickel finish with celluloid dial. The figures on dials have been enlarged so that same can be read from the saddle with ease. The bracket and dog have also been improved. Made for 28 and 30 inch wheels. Weight, 6 ounces.

MODEL "B" has a bell attached which rings at every mile; otherwise the same as Model "A." Indispensable to riders who desire to see how fast they can travel per mile. For 28 and 30 inch wheels. Weight, 7 ounces.

MODEL "C" registers 10,000 miles accurately and repeats. Recommended especially to wheelmen who take long trips or enter for club mileage records; and also for those who do not care to set the cyclometer back to zero. Can not be set back to zero but repeats at the end of 10,000 miles. For 28 and 30 inch wheels. Weight, 6 1/4 ounces.

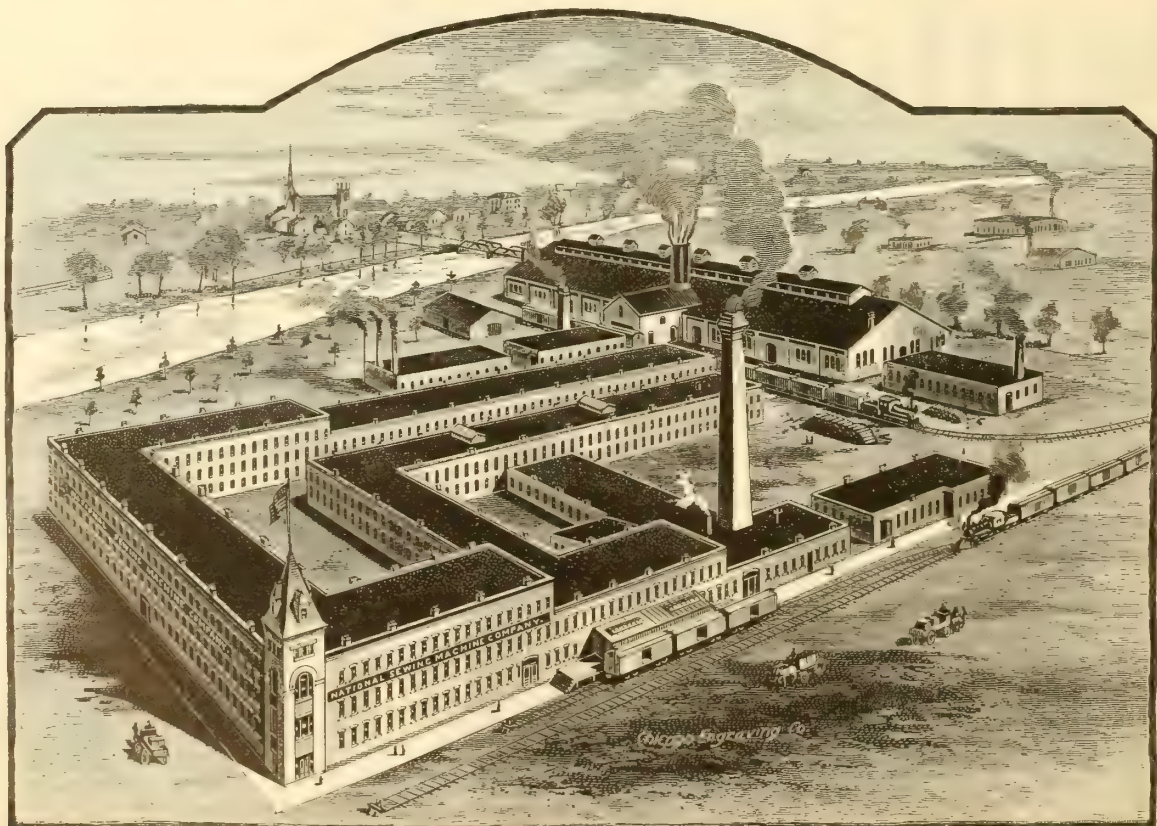
Discounts to the trade on application. Sold by all dealers. "Keep on the lookout for our new LAMP BRACKET AND NEW BELL."

**THE BRIDGEPORT GUN IMPLEMENT CO.,** 317 Broadway, NEW YORK.

Mention The Bearings

# WE MAKE WHEELS, TOO!!!

... A Variety of Styles...



All Strictly High-Grade.

**NATIONAL SEWING MACHINE CO., Belvidere, Ill.**

Chicago Office, No. 1400 Old Colony Building.

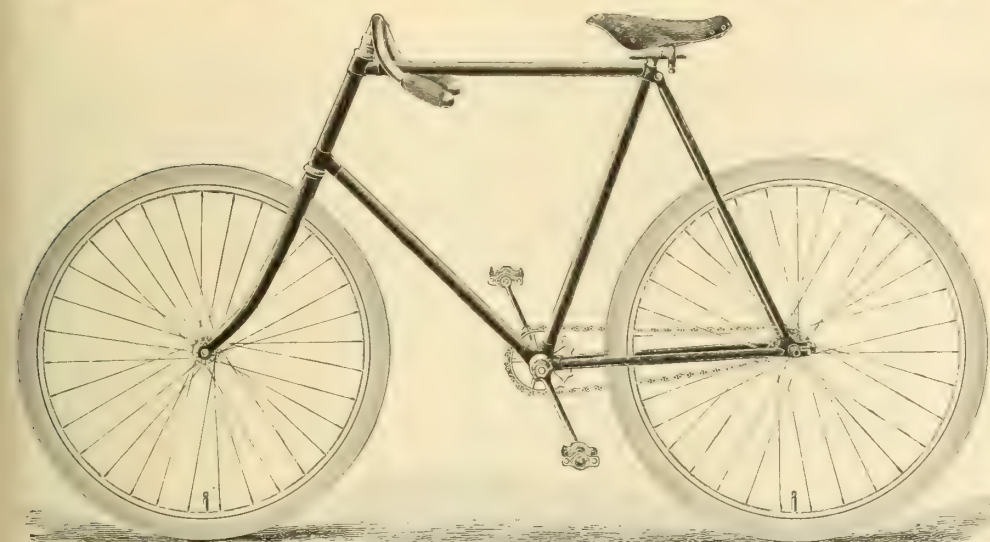
MORLEY BROS., Saginaw, Mich., agents for Michigan, Wisconsin, and Minnesota.

MENTION THE BEARINGS



THE BEARINGS  
CYCLING AUTHORITY OF AMERICA

# ENVOY FOR 1895....



*Light Weight*  
*Low List*  
*Highest Grade*

**ABSOLUTELY PERFECT IN  
EVERY DETAIL.**

*Exclusive Territory. Apply for Agency.*

## BUFFALO CYCLE CO.,

Will Exhibit at Chicago,  
Spaces 14 and 14 1-2.

**BUFFALO, N. Y.**

Mention The Bearings.

**FLEXIFORT**

Trade Mark

**FLEXIFORT**

Trade Mark

**FLEXIFORT**

Trade Mark

## FLEXIFORT TIRES (Patented)

TRADE MARK

Copy of letter from Mr. G. M. Shattuck, with the John P.

Lovell Arms Co., Boston, Mass., showing the  
DURABILITY of the FLEXIFORT Tires.

### WEIGHTS OF 1895 TIRES.

Road Tires, 28 in. by 1 1/4 in.	3 lbs. per pair
Road Tires, 28 in. by 1 1/2 in.	2 3/4 lbs. per pair
Road Racing Tires, 28 in. by 1 1/2 in.	2 1/4 lbs. per pair
Racing Tires, 28 in. by 1 1/2 in.	1 1/2 lbs. per pair

Boston, Mass., December 12th, 1894.

MECHANICAL FABRIC CO., Providence, R. I.

Dear Sirs:—It is with great pleasure I write you in regard to the "Flexifort Pneumatic Tire." I have had a set on my wheel from May 1st to Nov. 25th, and during that time have given them a thorough trial, having ridden them about 3,213 miles, over some of the worst roads in New England, with only one puncture, and also having made the following century runs:

Press Club Century.....October 21st  
Suffolk Bicycle Club Century.....November 11th  
Union Bicycle Club Century.....November 25th

In all my eight years' experience as a wheelman I have never used a tire that has given such entire satisfaction. They are in as perfect condition as the day I received them, showing no wear whatever. They are a wonder to the wheelmen in this vicinity, who acknowledge they are superior to anything ever placed on the market. I predict a great demand for the "Flexifort" in the year 1895.

Very truly yours,

G. M. SHATTUCK,  
With J. P. Lovell Arms Co., Boston, Mass.

Send for circulars and samples to . . . .

## MECHANICAL FABRIC CO.

Sole Licensees for Flexifort Fabric,  
and Manufacturers of  
Air Tubes, Valve Stems, etc.

PROVIDENCE, R. I.

**FLEXIFORT**

Trade Mark

**FLEXIFORT**

Trade Mark

**FLEXIFORT**

Trade Mark

MENTION THE BEARINGS

FLEXIFORT  
Trade Mark

FLEXIFORT  
Trade Mark

FLEXIFORT  
Trade Mark

FLEXIFORT  
Trade Mark



MEN DIFFER ABOUT RELIGION AND POLITICS, AND THE GIRLS  
THEY WANT TO MARRY,

BUT THEY ALL AGREE THAT

## ERIES for '95 are Unsurpassed

FOR DURABILITY, EASE OF RUNNING AND QUALITY OF FINISH.

Prices will be \$100 and \$85 respectively, and living discounts will be allowed to the trade. We propose to enter the **Bicycle Supply Business**, and with that end in view, are ready to quote prices on finished Hubs, Bottom Brackets, Heads, Frames, Forks, and all kinds of cycle material.

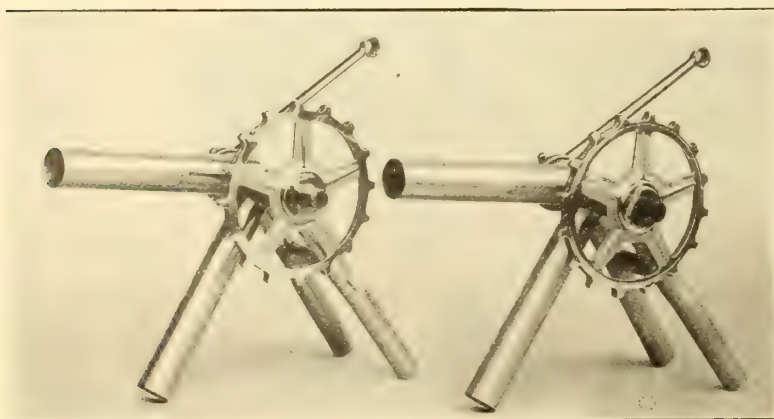
CORRESPONDENCE SOLICITED FROM ALL MANUFACTURERS.

### QUEEN CITY CYCLE CO.,

550 Main Street, BUFFALO, N. Y.

Mention The Bearings.

# Loaded for Business.



## Crescent and Ben-Hur Bicycles

will have valuable improvements in construction and design. Something new in Sprockets, Cranks, Hubs and Attachments.

See them at Stands Nos. 11, 12, 13, 41 1-2, 55 1-2, at the  
Cycle Show.

THE INDIANA DELEGATION of dealers and agents will unanimously decide that Crescents and Ben-Hurs are the machines to handle for 1895. We invite inspection and challenge comparison on these goods.

Exclusive Sale ... Standard Goods ... Honest Prices.

### H. T. HEARSEY & CO., Indianapolis, Ind.



*Lyndhurst*  
A SPECIAL MADE BICYCLE

DID YOU SEE  
THAT  
**FLASH?**

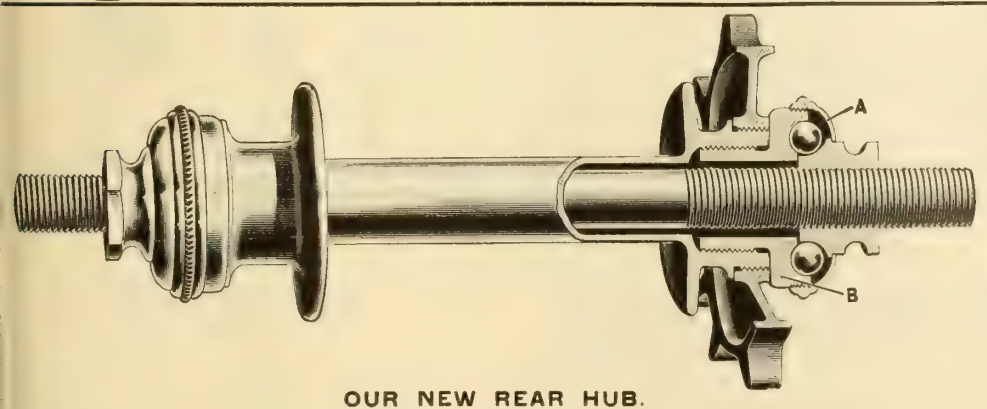
20 1-2 Sec. for the quarter.

McKEE & HARRINGTON,  
LYNDHURST, N. J.

173 and 175 Grand St., N. Y.  
Catalogue.

Mention The Bearings.

# RELAYS HAVE ——— IMPROVEMENTS



OUR NEW REAR HUB.

“A” is the cap which we claim so much for.

“B” is the cup which screws into the hub, and can be taken out with an ordinary screw driver.

C the balls which do not fall out?

Our new catalogue is out, though; so drop us a line.

Space 21, Chicago,  
and 88 at New York  
Show.....

**Relay Mfg. Co., Ltd.**

Reading, Pa.



*"Distance lends enchantment to the view,"*



But the NEARER you get to our wheels the GREATER the enchantment. Call at Stand No. 5, CHICAGO CYCLE SHOW this week, and be enchanted.

The James

The Gladstone

Track Racer, 16 1-2 pounds.  
Road Racer, 20 pounds.  
Ladies', 19 pounds.

Road Racer, 19 pounds.

JAMES CYCLE IMPORTING CO.,

103 Adams Street,

. . . . .

CHICAGO, ILL.

Mention The Bearings.

# SUPERIORITY!!

P. & M.  
LEATHER

SCIENTIFIC  
DESIGNS.

STAND 99.



P. & M.  
MECHANICS

ARTISTIC  
LINES.

STAND 99.

WESTERN AGENTS,  
Manufacturers' & Merchants'  
Warehouse Co.,  
CHICAGO. . . . ILL.

PERSONS & MULLER CO.,  
NEW YORK.

Mention The Bearings

JOBBER AND DEALERS APPLY TO  
Anglo-American Iron & Metal  
Company,  
NEW YORK, . . . . N. Y.



## Announcement.

Not being able to secure suitable space in the Chicago Cycle Show we have secured a large space directly opposite the Armories. We will be pleased to have all those who visit the Cycle Show call on us at 128 and 129 Michigan Avenue, where we will show our full line of TELEGRAM BICYCLES and SANGER RACERS.

TELEGRAM CYCLE MANUFACTURING CO.,  
MILWAUKEE, WIS.

MENTION THE BEARINGS

## The — Great Novelty Success Revolutionizer Coaster

The Ultra gilt-edge mount for '95.

New York Show, Space 12.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

19 1-2 lbs., \$100.

ST. LOUIS, MO.

Mention The Bearings

NO ENAMEL TO SCRATCH.

VERY STRONG.

RELIABLE.

LIGHT.

REPUTABLE.

RESILIENT FRAME.

THE LATEST.

NO WORRY.

NO BENT FRAMES.

EASIEST RUNNING.

PERFECT ALIGNMENT.

ALWAYS FIRST UP HILL.

BEST TO SELL.

NO BRAZED JOINTS.

DURABLE.

MATCH IT IF YOU CAN.

NO TUBING TO BEND.

NO RIVAL.

MECHANICALLY CORRECT.

ELEGANT.

BEST TO RIDE.

GUARANTEED.

NO NICKEL TO TARNISH.

BEST.

UNEQUALED.

UP TO DATE.

ALWAYS WINS COASTING.

BREAK-DOWNS.

NO NICKEL TO TARNISH.

NO TUBING TO BEND.

NO RIVAL.

NO ENAMEL TO SCRATCH.



**THE BEARINGS**  
Cycling Authority



Manufacturers and Dealers, Do you believe in modern ideas and liberality? If so, we can show you the most up-to-date

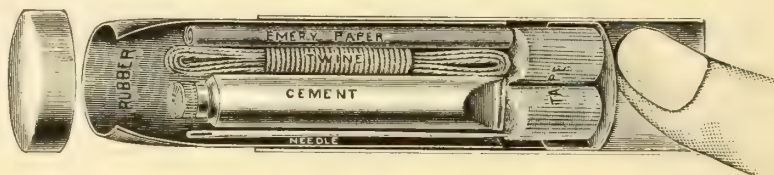
## REPAIR OUTFIT ON THE MARKET.

SEND FOR SAMPLES AND DISCOUNTS.

DON'T FORGET TO SEE US AT THE CYCLE SHOW.

**MASON & MASON,**  
587 West Madison St., CHICAGO.

MANUFACTURERS OF.....  
**SOUDAN BICYCLES.**



Mention The Bearings.

# We are Ready for Business

And the celebrated Arrow Bicycles will continue their triumphant march in satisfying the buyers of strictly high-grade bicycles. We want the same class of agents. Our discounts are liberal, and on application will mail you our "Cat." which will be ready shortly.

**CENTURY CYCLE MFG. CO., Shelbyville, Ind.**

Mention The Bearings.

## The League Tire Leads...

Light, Fast,  
Made to Last.

**New York Belting & Packing Co.**

...PIONEERS AND LEADERS...

Mention  
The Bearings

15 Park Row, NEW YORK.

The resiliency of a pneumatic tire depends largely on the elasticity of the fabric which is its base. Up to the present time all inner-tube tires have been made in a mold, and the high-pressure used in vulcanizing by this process, stretches and strains the fabric, and deprives it of much of its elasticity. Resiliency is necessarily sacrificed. The League Tire, however, is made by a process which entirely obviates all injury to the fabric. All its natural elasticity is preserved. We therefore claim for The League Tire a resiliency greater than is possible in other tires. Ease of adjustment to the rim and a somewhat flattened shape when deflated, keeping the tire free from the cutting edges of the rim, are other decided advantages, and a cloth impression surface on the upper side of the cover, secures a firmer adhesion to the rim. Send for booklet.

# NICKEL



SEND FOR CATALOGUE OF  
NICKEL & ELECTRO-PLATING  
SUPPLIES & POLISHING MATERIALS

**ZUCKER & LEVETT  
CHEMICAL CO.**  
OFFICES, 10, 12, 14 GRAND ST.  
NEW YORK, U.S.A.

WORKS,  
FLUSHING, N.Y.

# PLATING OUTFITS.

For a silvery white deposit of nickel, use our pure Anodes and Salts. French, American, Plain Spanish, Felt wheels, or in Sheets, Muslin Puffs, Walrus, Leather wheels or hides, Oak-tanned Leather covered wheels. C. P. Cyanide of Potassium. Fused Cyanide of Potassium. Roughes Compositions Buffing Lathes.

Mention  
The Bearings





# Comfort

Bicycling is rendered absolutely comfortable by wearing the

## L. & W. BELT.

This device, fitted to the trousers, adds to the wearer's comfort. No pressure at the waist as from the leather belt, and trousers always in place.

Zimmerman, Wheeler, Butler,

and other well-known wheelmen wear and recommend the belt. Send for circulars.

The L. & W. Belt patented April 17, 1894.

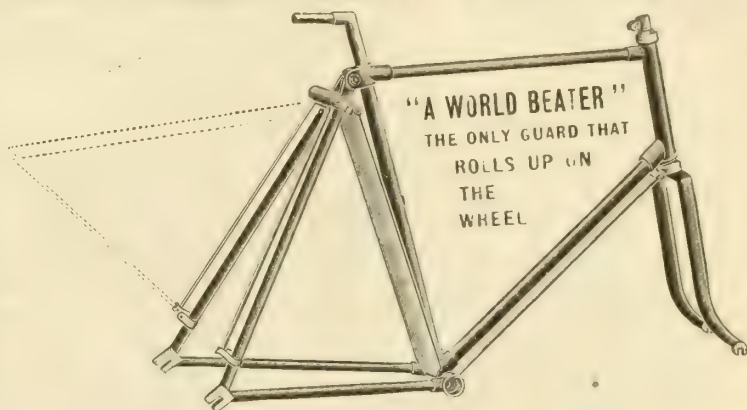
Manufactured and for sale by

MACULLAR, PARKER & COMPANY,  
400 Washington St., - BOSTON, MASS.

Mention The Bearings

## SHONE'S (Perfected) AUTOMATIC MUD GUARD

Patented Nov. 28, 1893.



LIGHT, HANDSOME, AND DURABLE. Price, \$3.00 per set.



One dozen sticks in show case display box. Write for sample.



Liberal discounts, catalogue and electrotypes of the manufacturers.

The HALL-SHONE CO.

Bicycle Mud-Guards and Sundries....

ROCHESTER, N. Y.

Mention The Bearings

## Our Puritan Ancestors

Came from Good Stock.

Just so with the

# Puritan

TRADE MARK.

Bicycles. They are the best that money and experience can put together.

Manufactured by

O. J. FAXON & CO.,

3, 5, and 7 Appleton St.,

BOSTON, MASS.

Write for Catalogue.

Mention The Bearings.

## LOEW 10,000-Mile Cyclometer

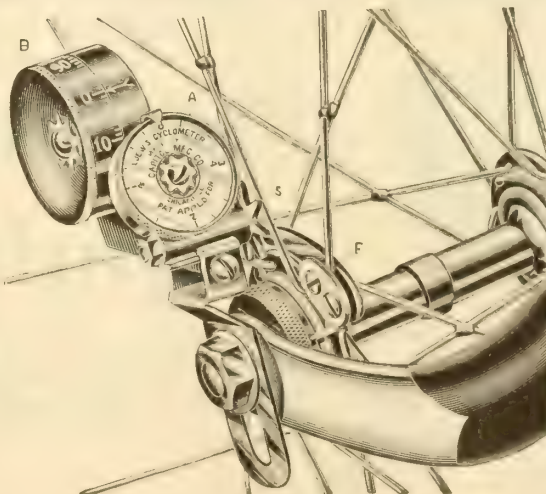
The only instrument with independent trip and single mile dials and repeating total mileage recorder which can be set to zero at will.

'95 Pattern with black enameled dials and prominent silvered figures. Made for 26, 28, and 30 inch wheels.

Thousands now in use, and every issue will contain a different letter from a dealer or rider, verifying our claims as to the superiority, accuracy, and durability of the instrument.

Simplicity of construction insures durability and accuracy.

WEIGHT, 4 OZ. PRICE, \$3.25.



Satisfaction guaranteed or money refunded.

John P. Lovell Arms Co  
Boston, Oct. 12, 1894.  
Capitol Mfg. Co.,  
Chicago, Ill.

Dear Sirs: In regard to the Cyclometer I would say that I have given it a very severe test and have thoroughly examined it in every point, and consider it to be a very practical Cyclometer, and one that there will be a great demand for this coming season. I have just received six more from you, and shall proceed to put them on the market as soon as possible.

Yours respectfully,  
E. E. WORTHING.

EVERY CYCLOMETER GUARANTEED...

CAPITOL MFG. CO.,

SOLE MANUFACTURERS AND LICENSEES,

RICE, LEWIS & SON, Ltd.,

Toronto, Ont., Agents for Canada.

125-137 REES ST., CHICAGO, ILL.

Electrotypes furnished for Cataloguing.

MENTION THE BEARINGS





ABSOLUTELY FIREPROOF.

# Park Avenue Hotel

4th Ave., 32d to 33d Streets,

NEW YORK.

American plan, \$3.50 per day and upward.

European plan, \$1.00 per day and upward.

Headquarters for bicyclists. Five blocks from Madison Square Garden. Free baggage to and from Grand Central Depot.

WM. H. EARLE & SON, PROPRIETORS.

## BEARINGS BICYCLE TOUR IN EUROPE.

**T**HE BEARINGS Bicycle Tour in Europe is being promoted to give to American cyclists the opportunity to make a visit to Europe, to have the opportunity of riding over the magnificent roads that are found almost everywhere there, and to see as many of the points of historic, architectural, and scenic interest as the time will allow. All this can be done to much better advantage and more pleasantly a wheel than in any other way. The advantages of traveling in a party are readily seen. Economy and pleasant company, and the services of an experienced courier are the most prominent.

The tour will be conducted by Monsieur Eugene Fay, a native of Paris. M. Fay speaks French, Italian, Spanish, and English fluently. He has traveled extensively and is thoroughly acquainted with all points that will be visited on the tour. He has just returned from Europe, where he has completed every arrangement for the coming tour.

All arrangements for transportation, hotel accommodations and transfer of luggage will be attended with no trouble to the tourists, as well as the vexatious negotiations with custom house officials. The steamers and hotels patronized will in all cases be the best. The tour will last about three months, for which the cost to each tourist will be \$500, which will include passage from and to New York and absolutely every necessary expense. The party will be limited to twenty.

The following is the itinerary of the trip:

Leave New York (headquarters at the Holland House) by steamer "Normania" February 16, with stops of from five to six hours at Gibraltar and Algiers, arriving at Naples on February 17. From there to Paris the trip, except where otherwise stated, will be made a wheel. Trains will be taken where the scenery is uninteresting or the roads poor.

February 28 to March 3.—At Naples (Grand Hotel).

March 3.—Leave for Cascano, 40 miles, lunch at Capua.

March 4.—Leave for Terracina, 45 miles, lunch at Formia.

March 5.—Leave for Velletri, by train, lunch at Velletri, thence by wheel to Rome, 24 miles.

March 6 to 10.—At Rome (Grand Hotel).

March 11.—Leave for Viterbo, 44 miles, lunch at Monterosi.

March 12.—Leave for Orvieto, 32 miles, lunch at Montefiascone.

March 13.—Leave for Silva, 50 miles, lunch at Chiusi.

March 14.—Leave for Florence, 60 miles, (down grade most of the way) lunch at Empoli.

March 15 to 18.—At Florence (Hotel d'Italie).

March 19.—Leave for Pisa, 50 miles, lunch at Empoli.

March 20.—At Pisa (Hotel Victoria).

March 21.—Leave for Spozzia, 56 miles, lunch at Pietrasanta.

March 22.—Leave for Sestri a Levante, 31 miles, lunch at Borghetto di Vara.

March 23.—Leave for Genoa, 29 miles, lunch at Rapallo.

March 24.—At Genoa (Hotel des Etrangers).

March 25.—Leave for Savona, 27 miles, lunch at Varazze.

March 26.—Leave for Alassio, 38 miles, lunch at Picaligule.

March 27.—At Alassio (Grand Hotel).

Arrangements will be made whereby any tourist desiring to prolong his stay to visit other parts of the continent or Great Britain can have his return ticket made good on any of the first-class ocean steamships at a later date without additional expense.

March 28.—Leave for San Remo, 28 miles, lunch at Porto Maurizio.

March 29.—At San Remo (Hotel Europe d'Paix).

March 30.—Leave for Mentone, 24 miles, lunch at Vintimiglia.

March 31.—At Mentone (Hotel des Anglais).

April 1.—Leave for Nice, 19 miles, lunch at Monaco.

April 2 to 7.—At Nice (Grand Hotel).

April 8.—Leave for Cannes, 20 miles.

April 9.—At Cannes (Hotel des Anglais).

April 10.—Leave for St. Raphael, 26 miles, lunch at Les Adrets.

April 11.—Leave for Hyeres, 44 miles, lunch at Vidauban.

April 12.—At Hyeres (Hotel des Iles d'Or).

April 13.—Leave for Toulon, 12 miles, arriving for lunch.

April 14.—At Toulon (Grand Hotel).

April 15.—Leave for Marseilles, 40 miles, lunch at Aubagne.

April 16 and 17.—At Marseilles (Hotel Noailles).

April 18.—Leave for Arles, 50 miles, lunch at Salon.

April 19.—At Arles (Hotel du Forum).

April 20.—Leave for Avignon, 47 miles, lunch at Tarascon.

April 21.—At Avignon (Hotel d'Europe).

April 22.—Leave, by rail, for Lyons.

April 23.—In Lyons (Hotel Collet).

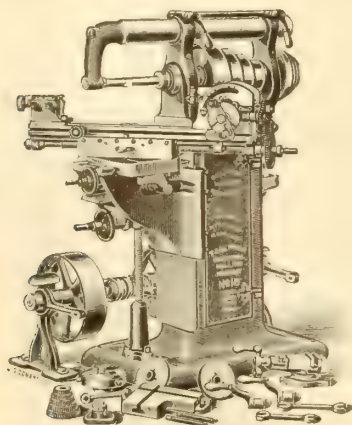
April 24.—Leave, by rail, for Paris.

April 25 to May 2.—At Paris (Hotel de Bade).

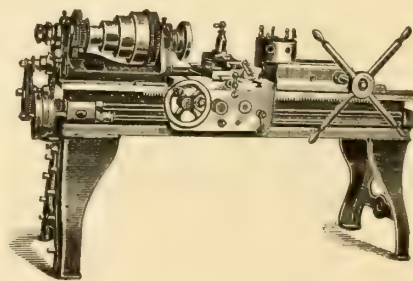
May 3.—Leave, by rail, for Havre.

May 4.—Sail for New York.

May 12.—Arrive at New York.



# Machinery for the Manufacture of Bicycles.



Hill, Clarke & Co.,

156 Oliver St., BOSTON, MASS.

..

12 and 14 South Canal St., CHICAGO, ILL.



# THINK OF IT..

We are in competition with the Pope Company, one of whose agents wrote us the other day that he was not allowed to sell our

## WYNNEWOOD WHEELS

Because he was agent for the Columbia machines. How does that strike you—Wynnewoods vs. Columbias? We can stand it! Our prices are \$80, \$60, \$50, and \$40, and our discounts ??? Write and learn. If the Wynnewood agency in your town is still open you have a chance to secure it.

A. M. SCHEFFEY & CO., 92 Reade St., New York.  
Mention The Bearings.

## THE GREAT HIT OF THE SHOW.

### Hoffman Triangular Reinforced Frames

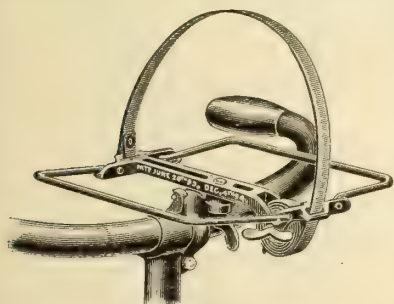
Made only by

HOFFMAN BICYCLE CO., - - - - - Cleveland, Ohio.

SEE OUR EXHIBIT SPACE 136 GALLERY.

Mention The Bearings

#### CLIMAX FOLDING LUGGAGE CARRIER.



Price \$1.25.

Indispensable to Tourists.  
Made of Best Aluminum.  
Easily Adjusted, Light, and  
Durable.

#### CLIMAX STOPPER CO.

Weight, 4 oz.  
Price, complete, - - \$1 25  
Without folding arms, 1 00  
Sent, prepaid, on receipt  
of price.



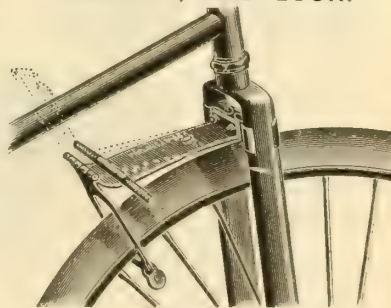
TRADE MARK.

22 College Place, - New York, N. Y.

Mention The Bearings.

Factory, PLAINFIELD, N. J.

#### CLIMAX COMBINATION BRAKE, COASTER, AND LOCK.



Price \$2.00.

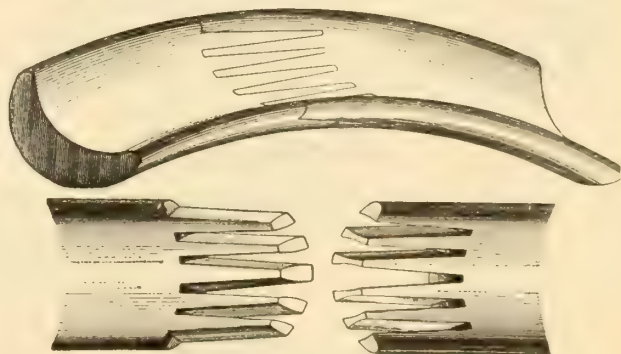
Finest ever placed on the market.  
Made of Crescent steel heavily nickel  
plated.  
Wheel always under control.  
Adjustable to any bicycle.

Write for Prices on the Best Wood Rim

....THE....

## "Spaulding"

One Piece, Rock Elm, Dead-Lock Joint.



PATENTED NOV. 6, 1894. No. 528741.

SPAULDING MACHINE SCREW CO., Buffalo, N. Y.

A. G. CROSBY, Western Representative, 3042 Groveland Ave., CHICAGO.

MENTION THE BEARINGS



# ROCHESTER

Rochester Cycle  
Manufacturing Co.  
Rochester, N.Y.

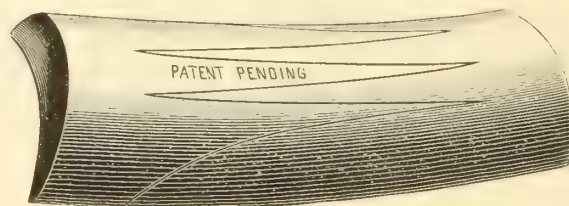
Medium and High Grade

SEND FOR  
CATALOGUE

# BICYCLES.

## Fairbanks Wood Rims

Adopted by American  
and European Cycle  
Manufacturers who  
use . . . . .



**ONLY THE BEST.**

Ridden by champions of the world on path and road, winning more  
races and places than all other rims. Made in all sizes  
for all patterns of tires.

*The Original Veneered Rim.  
The Best One Piece Rim.*

Fit your wheels with them in '95 and keep in line.

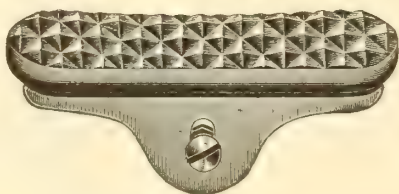
**FAIRBANKS WOOD RIM CO.,**

5 and 7 Appleton Street, . . . BOSTON, MASS.

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## THE CURTIS ADJUSTABLE • PEDAL • RUBBER

Thousands  
of them  
Sold  
Already.



One of the  
Nicest  
things ever  
Invented.

**\$1.50**

Per Set of four, with screws to hold them on with. Sent post-paid on receipt of price.  
Will fit any rat-trap pedal with straight plate.

**The Reed & Curtis Machine Screw Co.**  
Mention The Bearings WORCESTER, MASS.

## Patent for Sale.

*Adjustable Handle-Bar.*

*Will sell the patent or shop rights.*

*Send for information and terms.*

**R. C. Whayne,** <sup>Patentee</sup> . . . . . Louisville, Ky.

Mention The Bearings.

## Kozy

*Baby Seat and  
Luggage Carrier*

*Light,  
Safe,  
Comfortable.*

**Price, \$2.50.**

To try it means to buy it.  
Dealers, write for discounts.



**GEO. HILSENDEGEN, Manufacturer, Detroit, Mich.**

Mention The Bearings

## BARNES' IMPROVED BICYCLE WRENCHES.

Our wrenches are light, strong,  
neat in appearance, and the most  
convenient for use of any in the  
market. They are finely finished  
and nickel-plated. Weighs from  
4¾ to 7 ounces. '94 resembles '95,  
but is lighter.

SEND FOR CIRCULAR.

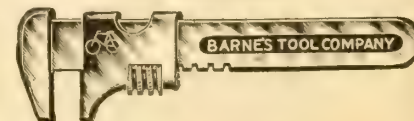
**Barnes Tool Co.,**  
P. O. Box, 241,  
NEW HAVEN, CONN.



'92 PATTERN.



'93 PATTERN.



'95 PATTERN.



**"FIRST IN AMERICA."**

The fact that

**Shelby**



**Tubing**

is used almost exclusively by

**AMERICAN BICYCLE MANUFACTURERS**

is sufficient guarantee of its superiority.

**"Largest and Best in the World."**

**The Shelby Steel Tube Co., ... Shelby, O.**

MENTION THE BEARINGS.

CATALOGUE IT

## WHAYNE'S Foot Brake

**Lightest, Cheapest  
and Best Brake Made.**

Weight, 5 oz. Never out of order. No rattle. Very effective. Will fit any wheel. Can be put on or taken off in one minute. Made of spring steel. Every rider wants one. **PRICE, 75 CENTS. PER DOZEN, \$4.50.** Special to Manufacturers and Jobbers.

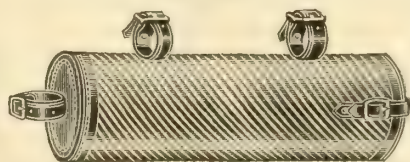
**R. C. WHAYNE,**  
Manufacturer,  
560 Fourth Ave., Louisville, Ky.

STAND 87, CHICAGO CYCLE SHOW.



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## DO YOU WANT SOMETHING NEW IN Tool Bags?



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Beautiful, Novel, and the Lowest Priced in the Market.

**H. M. ROSENBLATT & CO.,**

Manufacturers of anything and everything made from leather.

237-249 MONROE ST.

CHICAGO.



If you are interested in **SKATE STRAPS**, send for our Price List.

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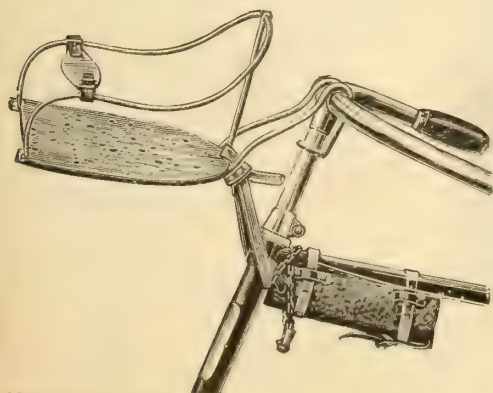
No Bolts! No Screws! No nothing! But Good Looks, and 2 1/2 lbs. Weight. Fits any Handle Bar.

## The Fluke Child's Seat

Manufactured by

**The Colton  
Manufacturing  
Company,**

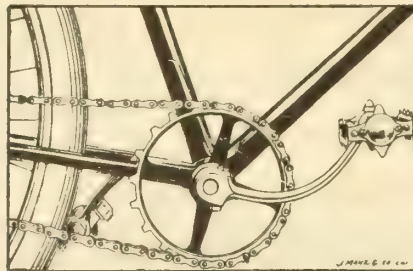
**Toledo, Ohio.**



Mention The Bearings.

Sent on receipt of price, \$2.50. Liberal discounts to dealers. The Celebrated Fluke Rubber Mud Guard retails for \$1.00. Write for discounts.

## The Ide Patented Elliptical Spring Crank.



Patented April 17, 1894.

The Chicago Elgin-Aurora Century record is held by C. D. Cutting (Time, 6 hrs., 45 min., and 45 sec.), using these cranks.

The greatest assistant for hill climbing, road riding, and racing ever invented.

**Made to Fit Any Bicycle.**

See that our name is stamped on each crank. All others imitations. We hold patent and will prosecute infringements. Sent to any rider on approval; money refunded if not satisfied.

**PRICE, \$5.00.**

Send for Descriptive Circular and Testimonials.

**F. F. IDE MFG. CO., PEORIA, ILL.**

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Use only the best.

We make them.

## SPOKES.

Cold Swaged Spokes fill the requirements, light and strong. Add to the beauty of the wheel. Makers of high-grade wheels all use them.

Write for samples and prices.

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TORRINGTON, CONN.**

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Shelby Steel Tube Co., Spaulding, Jennings & Co.,  
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**A Practical Binder at Last.**

Will hold a volume. Any number can be taken out of file without removing other than the one wanted, and not being held by mere pressure, papers can not fall out.

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American Wheelman, holds 26 Nos.	1.00
Cycling Life, holds 26 Nos.	.90
Bicycling World, holds 26 Nos.	.90

On orders of \$10.00 or over 10 per cent discount. Cash with order.

**THE BEARINGS PUBLISHING CO.,**

48 Van Buren St., CHICAGO.

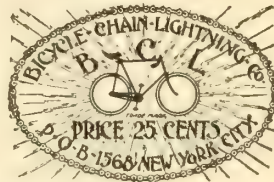


**THE BEARINGS**  
OF CYCLING AUTHORITY AMERICA

# A STRICTLY HIGH GRADE CHAIN LUBRICANT

DEALERS SECURE  
1895-AGENCY.

It is Sure to Pay You.



BEST OF THEM ALL.  
GIVES SATISFACTION.

Sample Mailed Free.

BICYCLE CHAIN LIGHTNING CO., P. O. BOX 1568, NEW YORK CITY, N. Y.

**EVERY JOINT**  
IN IT IS A PERFECT  
**ROLLER BEARING**  
WHICH DOES NOT WEAR  
**NEEDS NO OIL**  
and is **FRICTIONLESS**

**THE MORSE**  
**ROLLER JOINT CHAIN.**

The **PITCH** is not  
only made **TRUE** but  
**STAYS TRUE.**  
MANUF'D BY  
**MORSE SPRING CO.,**  
TRUMANSBURG, N.Y.  
SEND FOR CIRCULAR.

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Good only until February 1, 1895. Better subscribe now, or if you are a subscriber renew for an additional year.

(Subscription Department.)

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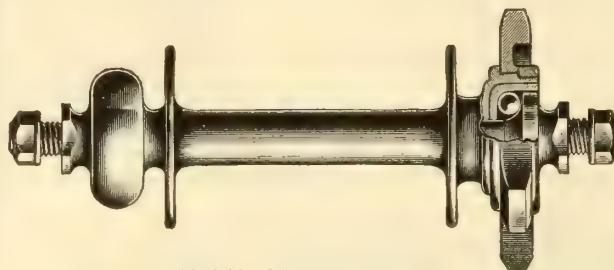
The **VERY BEST** in the Market.

BRING on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. A, or 1st quality, 50 cents, B, or 2d quality, 40 cents per pair, postpaid. Be sure to give correct size of hole wanted. Special discounts to manufacturers and dealers.

THE R. W. McCREADY CORK CO.,  
43, 45, 47 Illinois St., CHICAGO.

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### HUBS, SPOKES, NIPPLES, RIMS, AND FINISHED WHEELS.



HIGH GRADE HUBS  
Latest Model 20oz. Per Pair.

Large and small manufacturers  
and dealers supplied.

Write for prices.

EXCELSIOR NEEDLE CO.'S Swaged Spokes of  
various sizes and grades made to exact  
lengths and nipples to fit. Manufacturers'  
trade especially solicited. Write for prices,  
stating quantity, etc.

I. A. WESTON & CO., - JAMESVILLE, N. Y.

MENTION THE BEARINGS

PHIL WINTER'S  
**RESTAURANT** ...and...  
**CAKE BAKERY**

269 State St., near Van Buren.

THE NOONDAY RENDEZVOUS OF CHICAGO CYCLISTS

PAUL BRAUER, Proprietor and Manager.

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## First-Class Plating

YOU MUST HAVE GOOD MATERIAL

AND A KNOWLEDGE OF THE BEST METHODS.

CAN OUR EXPERTS BE OF SERVICE TO YOU?

THE HANSON & VAN WINKLE CO.,

CHICAGO

NEWARK, N. J.

NEW YORK

## We are Leading Sundry Manufacturers of America

Send for electrotypes for your catalogue.

**NODERER MFG. CO.,**

Office, 1290 Lorain St.,

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CLEVELAND, O.



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**Our Specialties are**

Cleveland Bicycle Stands.

Easy Glide Chain Lubricant.

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Elastic Tire Cement.

Elastic Tire Cement in Bulk.

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Diamond Cycle Oil.

Diamond Lantern Oil.

Lustro Shine Metal Polish.

Lightning Rubber Cement  
in Tubes.

Lightning Rubber Cement in Bulk



**THE BEARINGS**  
CYCLING AUTHORITY AMERICA

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Advertisements under this head, 3 cents per word. Checks money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

**WANTED**—To trade 80 acres good unincumbered land in Harvey County, Kansas, two miles from R. R. station, valued at \$850, for '94 model bicycles of standard makes. Address,  
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**Cuts for Catalogues**  
**Mailed Free**  
**Sunbeam Chain Lubricant**  
Julius Andrae  
Milwaukee, Wis.

## World's Records

Every record tried for has been broken on the

**Louisville Fountain Ferry Cement Track...**

**Fraser & Whitney,**

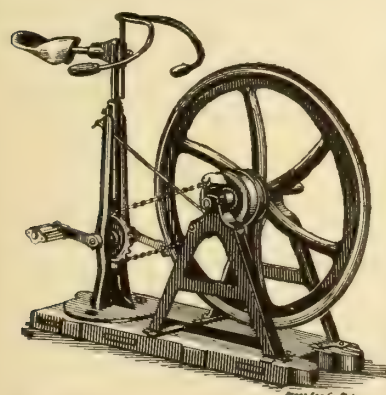
SOLE DESIGNERS AND BUILDERS,

Will build Bicycle Tracks in any part of the country. Correspondence solicited.

**Engineers and Contractors,**

504 W. Main St., LOUISVILLE, KY.

Mention The Bearings



Mention The Bearings

**Robinson's Home Trainer.**

100 pound fly-wheel gives great momentum.

Bell rings at every quarter. Scale registering number of pounds pressure on brake. Anything in tread, length of crank and position.

Address,  
H. S. Robinson  
990 Water St.,  
Meadville, Pa.



**WE WANT EVERY DEALER**  
to catalogue our

**Grip for 1895**

Send for an electrotype; we have 1 inch and 2 1/2 inch sizes.

**AVERY & JENNESS,**  
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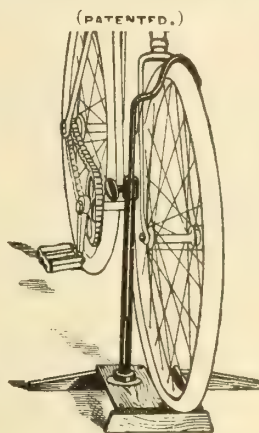
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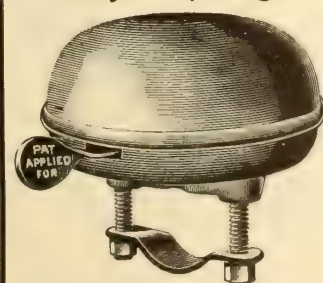
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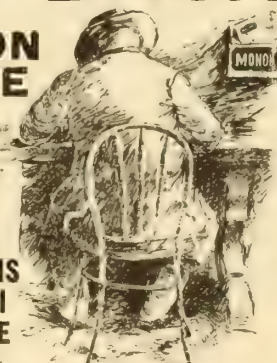
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Gentlemen: Please enter our order enclosed herewith for our next season's supply of wood rims. We have used your rims the past season with results entirely satisfactory to us.

Yours truly,

WESTERN WHEEL WORKS.

Messrs. Rice, Lewis & Son, Ltd.,  
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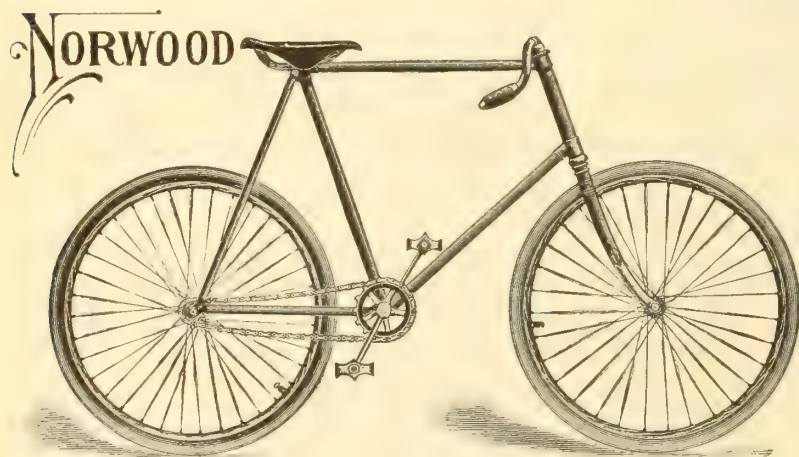
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We will occupy space No. 93 at the Chicago Show and will be pleased to have you call on us.

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Must possess in the highest degree seven essential qualifications—viz: Simplicity, first-class material, fine workmanship, beautiful finish, strength, lightness, and a graceful appearance. These points are combined in the

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Will be on exhibition at Chicago Cycle Show.

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If you want to ride comfortably, specify that your saddle seat is to be made of

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Tanners and Curriers of the best PURE OAK LEATHER,  
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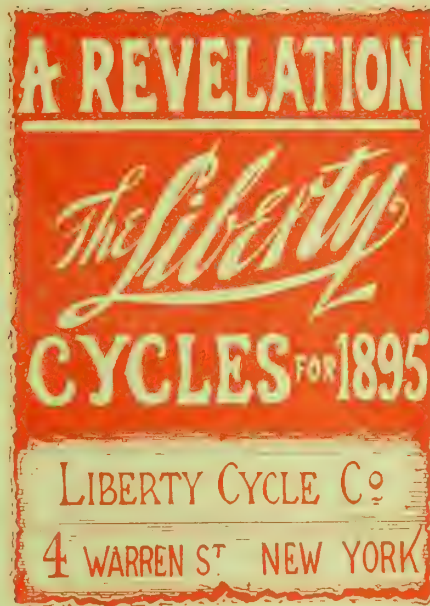
GENTLEMEN: The saddle-top sent our Mr. Mason, Jr., is first-class, and is very satisfactory to him, and he takes pleasure in saying it is the easiest saddle he ever straddled.

Respectfully yours,

J. H. MASON & SON.

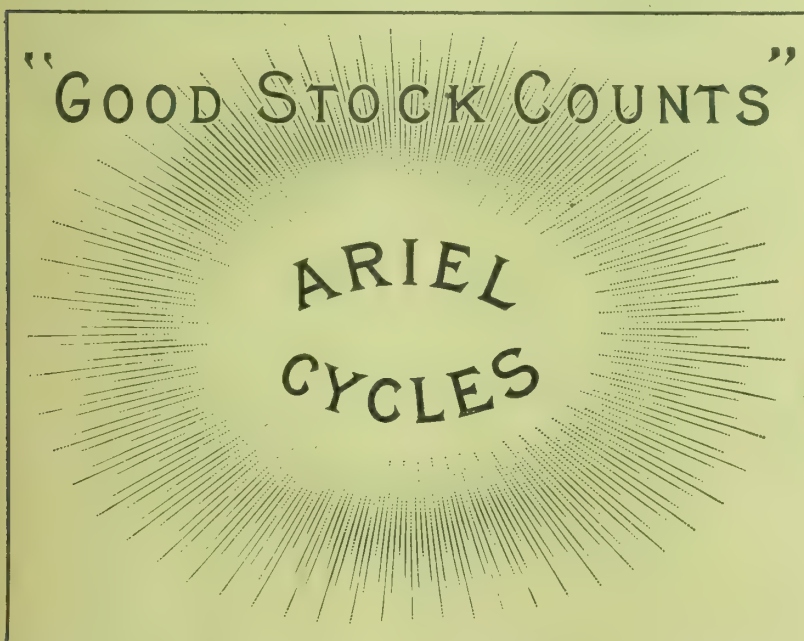


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Stands 117, 118, and 119.

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ARIELS

Will be on exhibition at

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Chicago Cycle Show, Jan. 7-12, 1895.

We will be glad to see all our friends and show up the latest ideas in bicycle construction as embodied in ARIELS.

ARIEL CYCLE MFG. CO.,      =      =      Goshen, Ind.

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# Kenwood Road Racer No. 9.

A Fine  
1895  
Model.



One of an  
excellent, well-  
known, and  
complete  
line.

Which can be seen to good advantage at

## Space 63 Chicago Cycle Show.

Come over to the  
Factory and see  
us.....

Kenwood Bicycle Mfg. Co., 253-255 S. Canal St., CHICAGO, ILL.

Mention The Bearings

## Here is a Pointer.



yesterday and the manner in which the wheels neg-  
the corners  
Mark will not have the responsibility  
captain and the shoulders next se-  
and of the part of his time  
upholding the colors of old "Penney"  
one of the noticeable features of the  
day race now being contested in  
Industrial Hall, is the way the wheels are  
standing the constant strain.  
The men are all riding the Stearns bi-  
cycle and Martin, who has been winning  
the short distance races, is also mounted  
on one of the yellow fellows.  
What surprises the spectators most is  
the way in which the latter rider maintains  
his position and the speed he gets out  
of the silent steed, it being geared to 95  
inches. Not one breakage has occurred on  
these wheels, while with the others they are  
too numerous to mention.  
This is especially gratifying to the local  
agents, Messrs. Bowen and Weiss, who in-  
tend to make this wheel one of the leaders in  
the Quaker City next year.  
The inhabitants and passers by  
Industrial Hall yesterday morning  
startled about eleven o'clock in the  
by a tremendous noise coming  
resembling very much the roar  
cannon.  
An investigation  
had

E. C. Stearns & Co.,

Syracuse, N. Y.

Thorsen & Cassady Co.,  
Chicago Agents.


MENTION THE BEARINGS



# THE BEARINGS

Vol X  
No 25

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, JANUARY 18, 1895.

## GOVERNOR UPHAM IS ALL RIGHT.

Wisconsin's Chief Executive an Ardent Good Roads Man—Road Improvements in the Badger State.

MILWAUKEE, WIS., Jan. 14.—Never before have the prospects for securing better highways been as bright in this state as at present. After an agitation, which has been going on for several years by the wheelmen, recognition has at last been received from the state authorities. There is general rejoicing here among the riders because the newly inaugurated governor has come out for good roads. Long before he was elected, he was spoken of as a friend of road improvement, but Democrats said that he was doing it for political capital. Even if he did, the wheelmen are willing to abide by him. In his first message sent to the state Legislature last Wednesday, he inserted the following clause:

The subject of the improvement of country roads is one which should interest every citizen of the state. It is of special importance, however, to farmers and those living in rural communities. A very active interest is being taken, and measures looking to a systematic effort to improve the public highways will probably come before you. The matter is of so general an interest that I am assured it will be carefully considered by you.

If Gov. William H. Upham had selected the greatest crank on the good roads question in the state to pen that part of his message, he could not have expressed the sentiments of the wheelmen better than they are in the above lines. The sentences referring to the proposed legislation that will be introduced, is that being urged by the officers of the Wisconsin Division, who propose to extend the Sheridan Drive from its present terminus at Waukegan to Milwaukee. In the movement the local business men are backing the wheelmen. Governor Upham is an enthusiastic advocate of better roads, and will help the movement with all the power he possesses. He has certainly started out well.

At the banquet of the Wisconsin Division, at the Hotel Pfister, on January 22, the governor will deliver an address on public highways. All the

### Well-Known Agitators of Better Highways

in the northwest will be present at the banquet which was arranged for the organization of the Good Roads League of Wisconsin. Business men from all parts of the state have been invited to attend, and good roads will be discussed fully. The officers of the division are actively at work interesting all men of influence, and are meeting with good success. Leading newspapers in the state are taking up the agitation and lending their assistance. Bills for the necessary legislation will be prepared as soon as the Good Roads Association is organized, and lively times may be looked for in cycling circles next summer, for then every wheelman in the state will be pulling wires with politicians. In perhaps another campaign things will come to such a point here that wheelmen will demand better highways from candidates they support. The following well-known men have been appointed an honorary committee on invitations for the banquet to be given by the division: Charles Ray, president of the *Milwaukee Sentinel*, and of the National Exchange Bank of this city; Rollin Mallory, a prominent young attorney; Christian Wahl, president of the Milwaukee Park Commission; Andrew Hathaway, secretary and treasurer of the Wisconsin Trust Co.; Volney W. Foster, of Chicago; J. I. Case, of Racine; O. A. Pettit, of Kenosha; B. W. Pulling, of Marshfield, and Dr. D. S. McArthur, of LaCrosse.

South Milwaukee has set the ball a-rolling for the

### Extension of the Sheridan Drive.

At a meeting of the South Milwaukee Co., held in the village last week, it was formally decided to build part of the extension during the coming spring and summer. The village is eight miles south of this city, and on the route through which the extension will pass. The company controlling most of the land in the village owns over 300 acres of desirable lake-front property. This is now not very valuable, but with a handsome boulevard running through it it will be the finest property in that part of the county. The company, therefore, has decided to build that part of the Sheridan Drive which will extend through the land in question. The boulevard will

be wide, and probably paved with asphalt. The length will not be great, but it will serve as a starter, and eventually it will be extended.

Nine miles of new pavements. That was the record made last year by the Milwaukee Board of Public Works. It was a year for asphalt. Other summers have seen a greater amount of paving done, but the oldest inhabitant can scarcely remember one in which the changes have been more striking to the casual observer. There were paved altogether 64,298.56 square yards of asphalt—the first in this city—all of which was on the east side. The exact lineal distance paved with all materials was 9.169 miles, and the total cost was \$371,711.69. Next season the board will continue the improvements at quite as rapid a rate as last year, and asphalt will come in for a good share of attention again. A list of streets it is intended to pave next summer has partly been made out. Asphalt was tried for the first time last summer, and it has given perfect satisfaction. Next summer the Board will try the vitrified brick pavement for the first time in this city.

The officers of the Wisconsin Division are very active just now. Besides Booming Good Roads

they are working like beavers to secure for the *L. A. W. Bulletin* its rights from Congress. At the recent meeting of the Wisconsin Division, a resolution was passed, urging Congress to amend the postal laws so that the *Bulletin* could be accepted as second-class mail matter. The amendment is now pending in Congress with the house committee on postoffices and post roads. The division officers have sent to every congressman from this state a copy of the resolution with a long letter requesting them to assist in the passage of the amendment. In addition to this, copies of the resolution and of the letters mailed to the congressmen have been sent to every chief consul in the country, with a request that they pass resolutions, and demand from the congressmen in their respective states the passage of the amendment. Members of the house committee on postoffices and post roads have also been notified of the passage of the resolution by the Wisconsin Division. The scheme originated with Chief Consul A. Cressy Morrison, Secretary-treasurer M. C. Rotier, and O. J. Dorner, who are active workers.

As soon as the Milwaukee Wheelmen's racing board for the ensuing year has been appointed, arrangements for the next annual Waukesha road race will be made. It has already been decided to hold the race on July 4, but there is some difference in opinion as to the course, to be followed this year. Heretofore it has been the custom to have the start at Waukesha and the finish over the Watertown plank road with the wind-up at Grand Avenue and Twenty-eighth Street. Some members of the club have favored the holding of the race on the same plan as the Chicago road race and having the start and finish on Grand Avenue and Twenty-eighth Street. The course then would be over the Watertown plank road to Elm Grove, thence over to the Bluemound road and from there back on that road to the starting point. The old course is about sixteen miles, but the new route would make the distance about two miles more. Stone Quarry hill would be avoided if the new course is adopted, but several other inclines equally great would be encountered. The annual election of officers of the Milwaukee Wheelmen will be held tonight and the racing board will then be appointed in a few weeks.

At the annual meeting of the Thirteen Bicycle club the following officers were elected: President, A. B. Anderson; vice-president, W. N. Durbin; secretary, E. L. Fielding; directors, L. S. White and E. W. Roth; janitor, George Carroll. The Thirteen Club has been in existence for the past two years. It is intended to arrange a number of informal runs in to the country next season.

The following officers have been elected by the Waukesha Wheelmen: President, Charles Bryden; secretary, F. A. Evans; treasurer, Samuel James; directors, S. A. Perkins, Edward Walsh, A. J. Bopp, Dr. W. Rowe; captain, William Sehort; first lieutenant, S. K. Youmans; second lieutenant, A. D. Price; color bearer, Albert Sherman; room committee, W. G. Baymiller, and C. J. Patterson.

John S. Johnson defeated the Norwegian champion, Ostlund, at Minneapolis last Sunday, winning the skating championship of the world. The mile record was lowered by Johnnie to 2:45.



## TO SAVE THE TRACK.

**Baltimoreans Working Hard to Maintain its Cycle Path—May Combine With the Athletes.**

BALTIMORE, MD., Jan. 13.—The officers of the Maryland Division held a meeting Saturday night at the Baltimore Cycle Club, and determined to make a final stand to save the Park cycle track. By some, it is regarded as a folorn hope, while there are others of a more sanguinary temperament. The Maryland Division will give a theater party, the proceeds of which will go to pay off the rent debt, and to give the track a fresh start in the spring. There is every indication that the theater party will prove a success, and that the track will get another lease of life. There are some who are saying, "After the theater party profits are gone, what then?" But the strong boys of the local cyclers—the head and front of patriotic moves—answer, "Cross a bridge when you reach it; not before."

The one thing developed at the Baltimore club meeting was that henceforth the track would have to stand on its own bottom. Heretofore, the track has been largely sustained by Maryland Division funds. If it can now be demonstrated that the track will succeed, the expenditure of these funds for such a purpose was wise. But, if it goes under, it will carry the hopes of the local officials, and the work and worry of years. No more money from the local division will be put up, though the officers say they are willing to contribute their time and labor for the success of the track.

There is a sentiment abroad that the track is chiefly beneficial to the local trade, and that its support should, therefore, come from this source. But the local tradesmen declare from the house tops that such is 'not the case. They will admit that the track may do them some good, though they say not commensurate with its expense.

After the theater party has given the track its expected start,

### Another Scheme of Rejuvenation

will be tried on. Last year an association of general athletes was formed under the title of the Maryland Athletic Association. Influential men were in it and they secured liberal support from the wealthier classes. They got possession of a piece of ground adjoining the cycle track and went to work on elaborate plans for a general athletic park. Evidently they had plenty of funds, for they have admirably executed their plans, and have made the finest general athletic resort known here. Now comes the rumor that there may be trouble in keeping up the grounds which the athletes have built. That's just the trouble with the cycle track. It's all right, but how to keep it so is the question. Consequently, it would seem that the cyclers and the athletes have a common cause and a mutual ground for a combination. What more natural, then, than a pooling of issue. Said one of the leaders in the cycle track; "It's a case of united we stand and divided we fall."

When this possibility of a 'combination became bruited about, an interesting little incident in connection with the inception of the athletes' scheme, came out. When it became known that the athletes would build, leaders in the Maryland Division thought it wise to then attempt a combination with them. The cyclers had \$1,200 in cash, which they purposed to spend on their track. They thought this, in connection with the clubhouse training quarters, and stands in existence would prove

### A Bait for the Athletes

looking to the deal. So one of the cycle chiefs was entrusted with the negotiations. Instead of approaching the athletes at one of their meetings, he went privately to the man chiefly identified among them. It happened that this man's individual interests would best be served by keeping his athletic friends away from a cycling alliance. So, when the scheme was poured into his ear he listened intently, promised diplomatically to do his best to have it carried out, and then throttled it so effectively that it never grew old enough to have a voice. Too late now for regrets, and the local cyclers are hoping that some arrangement may be perfected for an alliance of their interests. The cyclers have an option of five acres adjoining their present track, and have always had the hope of enlarging.

One of the younger cycle leaders was going about during the week proclaiming that the Maryland division was under a moral obligation to shoulder any loss that may come to the track. This man was simply talking through his hat. When the track was started several years ago, the lease was gotten from a prominent road-house keeper, whose hostility was but a stone's throw off. His intention was to attract the cyclers and the people who attended race meets. In consideration of this flattering hope he put up all the cash for the building of the track, the erection of buildings, and the fencing. By the terms of agreement he was to be paid seventy-five per cent of

### The Net Profits of the Track

until these payments equaled the amount expended in the track building. It was clearly understood among the officers and cyclers that the financial risk was on the part of the road-house keeper. The first year the track did a prosperous business and netted something like \$1,200 after all expenses

had been paid. The business went back and things looked black. They have not brightened up in the years which succeeded.

All the clubs here have been playing pool and three of the leading ones have held regular tournaments. This lively interest has given rise to the proposition to hold an inter-club tournament for a valuable trophy. It is the plan at present to have three, or perhaps more, men as a team from each of the contesting clubs. The prize, in the shape of a valuable cup or something of that sort, has to be won three consecutive times to become the permanent property of the successful club. Capt. Hall and others of the Baltimore Club are quietly working up an interest in the matter.

Hockey also promises to become popular in the clubs. An ice-skating rink has recently been built here. It is, of course, artificial ice, as natural ice could not be depended upon so far south. The Baltimore Club has organized a hockey team under the management of Howard E. French, the local racing light. This team will soon issue a challenge to the Clifton Wheelmen, among whom are many hockey enthusiasts.

## PLANS A SWEEPING REFORM.

SYRACUSE, N. Y., Jan. 14.—The Parkhurst ideas of political reform have been remodeled in nearly every city of prominence in the United States, and now Chief Consul Isaac B. Potter, of the New York State Division, is determined to do a little reforming himself. Appreciat-

ing the fact that negligent consuls in the different parts of the state have been mainly responsible for the decadence of League membership, he is now determined to weed out that faction of idlers and place in power only men of intelligence and individuals who have the welfare of the League at heart. The constant diminishment of the membership has been so rapid in the past few years that it will necessarily be several months before the energetic workers can pull down the big majority now controlled by Massachusetts as the largest League state in the union. Very few of the old consuls will remain after Chief Consul Potter's official ax has descended.

Mr. Potter made himself felt in Syracuse yesterday when he appointed three new consuls for Syracuse in the persons of Dr. A. G. Courtney, the new cycling captain of the Syracuse Athletic Association, Howard N. Cole, one of the Century Cycling Club hustlers, and Fred A. Price, an unattached L. A. W. member, whose duty it will be to scour around the country to investigate the various hotels who maintain that, as official hostelries, they furnish lodging and board much cheaper than other hotels, and who, in fact,

### Laugh in the Wheelman's Face

when he presents his L. A. W. card. A complete census of all hotels in New York state will be taken by Chief Consul Potter, and the result will see many changes made. What a farce it is for a cyclist to have a League ticket, and expect reduction of rates at the League hotel to find that his card is not recognized! This is one of the inducements held out to wheelmen to become members of the big order, and it is only right that they should be recompensed in some way. Mr. Price will furnish valuable information to the investigating committee.

Last Monday the Syracuse Athletic Association held its annual meeting and elected officers for the ensuing year. President F. R. Hazard, the millionaire treasurer of the Solvay Process Co., was chosen to officiate again as the chief executive. B. J. Shove, district attorney for Onondago County, was elected second vice-president.

The report of Treasurer Jesse B. Eccleston showed that the club would have a surplus in the treasury, had the wheelmen been less careless in settling their dues, for there is an outstanding amount at the present time of \$2,500. The officers chosen for the year were as follows: President, F. R. Hazard; first vice-president, Charles H. Mowry; second vice-president, Benjamin J. Shove; secretary, Edward F. Hughes; treasurer, Lona D. Holmes; athletic captain, William T. Young; cycling captain, Dr. A. G. Courtney.

The members of the governing board were elected as follows: Benjamin D. French, W. T. Sunderlin, E. C. Stearns, H. W. Smith, J. B. Welch, C. E. Huck, W. A. Glen, A. H. Cowie, J. G. Fogerty, Jr., F. J. Carroll, George K. Worden, W. L. Baldwin, and H. D. Mann.

William Van Wagoner, the old racing man and mechanical designer, who for a year has been with the Syracuse Cycle Co., has accepted a position with the Barnes Cycle Co., of this city, as general superintendent of the manufacturing department, and it is needless to say that he will fill the bill to a dot. John Wilkinson, the old local champion, takes Van Wagoner's place with the Syracuse Cycle Co.

The All America racing team, consisting of H. H. Maddox, E. F. Leonert, L. A. Callahan, A. I. Brown, and A. J. Nicolet, under the management of F. Ed. Spooner, left Chicago for Mexico last Sunday. Cabanne had intended to go, but during the week signed with the Spalding team and was obliged to remain at home.



HARLEY DAVIDSON, CYCLIST AND SKATER.



## BUFFALO SNOW BOUND.

Three Feet of the Beautiful Relegates Bicycles to Attics—Zimmerman's Short Visit to the Bison City.

BUFFALO, N. Y., Jan. 14.—The beautiful white, to the depth of three feet on the streets of Bisontown, has sent the featherweights as well as the old cracks, to innocuous desuetude in garrets and cellars. Therefore the tamers of the silent steed have taken to discussing cycle shows, banquets, the annual ball of the Press C. C. tomorrow night, and the tenth anniversary celebration of the Ramblers B. C. next month. By the way, the function of the Press C. C. will be an elaborate affair. The largest and swellest hall, Music Hall, has been engaged, and the assembly bids fair to rank with the reception of the upper tendom of the town. The floor committee will be composed of the class B's present, and will include Eddie Bald, A. B. Goehler, Charley Callahan, and such of the circuit chasers as will be here. Zim has promised to be on hand if it is within the range of possibility, and will be made chairman of the committee if he puts in an appearance. An amusing story is going the rounds on two of the newspaper men of the sporting department on one of the dailies here. Zim blew into town Wednesday, and paid a flying visit to Eddie Bald. Eddie, being a good friend of the two "sports," called up the office on the 'phone, and put the one on duty "next." He hurried out bent on finding the stars. An hour later, Eddie called up again, and the second one was put "next." He also hustled out, not knowing his partner was "on," and made a tour of the haunts around town in full chase. Train time came, and the last named hurried down to the station and caught the rear car of

### The Train Bearing Zim

as it pulled out. As he reached the car containing the boy, the other member of the staff burst into the front door. Of course, the paper got a story, but Eddie Bald had a laugh up his sleeve at the three-hour chase he gave the news gatherers.

The Ramblers B. C. celebrated the rejuvenation of its clubrooms Thursday night in a surprising manner to the members. A literary and musical programme, given by the best talent in town was the opening portion of the entertainment. A pleasing feature of this programme was the recital of a poetic gem entitled "Schnitzler and his velocipede," which emanated from the brain of George L. Hager. This bit of jargon brought down the house, and the author had to submit to several repetitions "by special request." The doggerel was so unique that it is reproduced herewith:

*Hans Schnitzler made a velocipede  
One of dot newest kind—  
It didn't haf no wheel before,  
Und der don't was none behind.  
Der was one in der middle dough;  
Dot's schust as shure as eggs.  
Und he straddled across dot axle,  
Mid dot wheel between his legs,  
Und ven he vant to shart it off,  
He paddled mid his feet,  
Und soon he made it gone so fast  
Dot eferydings he beat.  
He took it out on Broadway vount  
Und skeeted like der wind,  
Und soon he made it gone so fast  
Dot eferydings he beat.  
Dem fellers on dose fancy nags  
Pulled up to see him pass,  
Und der Deutschers all agstonished gried  
Pheu tousant vot ist dot  
But faster sthill Hans Schnitzler flew  
On mid a ghashtly schmile.  
He didn't touch der ground, by jinks,  
Not vount in halluf a mile.  
So vos it mid Herr Schnitzel  
Und his velocipede.  
His feet both schlippted right inside oud  
Ven at its egstra speed  
He falled upon dot wheel of course,  
Dot like der blitzen flew  
Und Schnitzler, he was schnitt in facht,  
It schlized him right in two.*

The lion and the boar—the Press C. C. and Ramblers B. C.—are evidently bent on preserving peace with each other at all hazards. The new officers of both clubs assumed their duties Tuesday, and each made flattering speeches relative to the other organization. Still the Press C. C. at the same meeting elected W. F. Buse, one of the best road riders of the Ramblers B. C. to membership. This made but little difference, however, and old rivals are still shaking hands and patting each other on the back.

### Harley Davidson, the Sensational Class A Record Breaker.

of Canada, spent a day in Buffalo, Friday with his chum, W. L. Steimal. Davidson is also a skater of no mean repute, and for the last six weeks has been training at his birthplace, St. Paul, for the national skating championship, which will be held at Newbury, N. Y., January 19. In all these events he will meet Johnny Johnson, the Donoghue brothers, the Clark brothers, and Howard Moshier, of Storm King. Harley figures that he ought to be able to capture one of the championships, as while training at St. Paul he showed remarkable bursts of speed. If the men loaf, Davidson feels confi-

dent of being able to hold his own. Davidson's first appearance in Buffalo was in the last Martin road race. With Seitmal's assistance in pacemaking, he ran in fourth, being beaten by Steimal for third, from a 'way back mark. At that time the speedy Canadian had yet a reputation to earn. Still he claims that Steimal's aid in this race gave him his first boost up the ladder, and he swears by the Buffalo boy.

The Buffalo Cycle Dealers' Association held its annual meeting Tuesday afternoon, and elected the following officers: President, J. H. Isham; vice-president, H. L. Crosby; secretary, W. G. Schack; treasurer, Charles Haberer. N. A. Turgeon, manager of the Buffalo branch of the Pope Mfg. Co., was elected to membership. The list of firms now enrolled is: Pope Mfg. Co., Sweet & Johonnot, Gibson & Prentiss, E. C. Stearns & Co., Queen City Cycle Co., H. C. Martin & Co., Niagara Cycle Fittings Co., Spaulding Machine Screw Co., Penseyres & Haberer, and W. G. Schack. The meeting was quite an exciting one, and questions regarding the policy of the trade for the coming season were fully discussed. The dealers realize that '95 will be the busiest year in the history of cycling in Buffalo, and the association, taking time by the forelock, desires to do away with many objections in local trade. The drygoods houses cutting into the legitimate trade by selling cheap stock, was a hard nut to crack, and the question was thoroughly viewed from all sides. Just what action will be taken is not yet apparent, but it is certain that the dealers will take occasion to let the public know what sort of machines they are apt to buy when they are inclined to patronize a drygoods house. Several years ago carloads of Humbers and Rovers were unloaded here by an auctioneer, but the trade managed to let every prospective purchaser know the vintage of the machines, and succeeded in breaking up the sale in about three days.



ONE OF THE FEATURES OF THE CHICAGO SHOW.

## 'FRISCO'S CYCLE SHOW.

SAN FRANCISCO, CAL., Jan. 7.—The coming cycle show and tournament is the all-absorbing topic around the clubrooms just at present. From the talk and indications it would seem that nearly all the local racing talent is desirous of competing in the indoor races and not a few have commenced to put on the preliminary touches in anticipation of the event. THE BEARINGS' representative called on Robert A. Irving, who has charge of the affair, today and found that gentleman busy preparing some lithographs for distribution among the clubs and dealers.

"It is our intention," said Mr. Irving, "to boom cycling on this coast as it has never been boomed before and to do this we will spare no expense or labor. We want to give the California public the finest show of its kind ever presented in the United States. We will have a five days' tournament and bicycle show combined, Frank D. Elwell, who has had much experience in the construction of bicycle tracks in this city, is now at work on plans for an eight-lap track that will surpass any indoor track ever built. The track will be of wood and will be built in sections so that it can be conveniently stored for other occasions, for if the first show is a success it will not be the last by any means. A company will be formed and incorporated solely for the purpose of holding such race-meets, either indoor or on some good outdoor track, such as the Bay City Wheelmen have. But to return to the new track, it will have many novel features that will be greatly appreciated by men who have ridden on such courses and know their defects.

Of course the banking will have to be very great, and the turns will necessarily be pretty abrupt. To prevent any accidents caused by striking the turns too quickly we will have an iron platform made and hammered out so finely that the men will have no difficulty in keeping their saddles, because the rise will be so gradual that the speed will not have to be diminished in the least."

"How much space for the exhibits have you, Mr. Irving?"

"Well, you may state that we can accommodate as many as can crowd into 48,000 square feet. You see that we can have a pretty good show in such a large space. I hope to have some of the exhibits from Chicago and New York brought out here complete, and if such should be the place California will soon be able to boast of the number of her citizens who ride the silent steed. I think truly that if the trade paid more attention to California than they do at present, it would not be long before the sale of bicycles would add millions to our commercial business. We have already contracted for over \$10,000 worth of work and material. We will have a fine band always in attendance and our programmes will be truly beautiful and unique."

### Erwin as a Life Preserver.

J. M. Erwin, familiarly known as "William Twinkle," saved the life of E. W. Newman, one of the official handicappers of the Chicago district, last Sunday. The two were walking along the lake shore and Newman jumped on the ice to see how strong it was. He found out and in a second was up to his neck in ice-cold water. True to his newspaper instincts, Erwin took a snap shot of his friend before he would pull him out of the water.



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GEO. K. BARRETT, EDITOR.

## LUSCOMB AND THE L. A. W.

The League of American Wheelmen is bankrupt; its membership has fallen off woefully; three-fifths of its members receive no official organ regularly, and none will receive it after February 1.

Who is responsible for all this?

President Luscomb.

We speak by the book. When the official organ was removed to Chicago everything looked bright. Its publishers had secured contracts enough before their first number went to press to insure at least a small profit to them for the first six months. Then there was trouble with the postoffice. It was necessary to pay third-class rates (2 cents per paper) to send the paper out at all. President Luscomb promised that the League would pay it. In the mean time he did nothing, and when the status of the paper was fixed in the postoffice he quietly ignored his promise.

Last year when the Springer Bill came up the two vice-presidents urged him to go to Washington to see that it went through right, but no, he had too many militia and secret order duties to attend to, and the bill went through, and the official organ was still barred out. When the Executive Committee went to Washington last month they saw Mr. Springer, and the first thing he said to them was, "Why did you not come to see me when my bill was up? I would have gladly put you in, and would have easily done so."

An amendment to the Springer Bill, designed to unshackle the *L. A. W. Bulletin* has just been defeated.

Where was Luscomb?

Has he been to the postal authorities in the matter at all? We know that he has not. Is it any wonder then that the publishers refuse to continue getting out a sheet that is now losing money?

It is well for Luscomb that he does not come up for re-election. He dares not. He has yet to prove the words he said when he left the presidential chair some years ago. "You will find out some day that Charlie Luscomb is not such a bad fellow after all."

Arrogance, laziness, bad faith. These are his characteristics.

## LEAGUE AFFAIRS.

The time is approaching for the annual business meeting of the L. A. W. Numerous amendments to the constitution will be offered. Among them are many that are trivial and useless. Of the more important ones are those allowing members in arrears to renew at any time by paying back dues and making a year's dues good for a year in all cases—in other words making memberships taken out at any time good for a year from date of application. This is a common-sense plan. It will allow members who had low numbers to have them restored; it will allow the recruiting season to extend over the full year instead of two or three months, and will not crowd the secretary's office with work at one season.

The negro question will come up again under an amendment to strike out the word "white," which was put in the clause referring to eligibility and has often caused a bitter struggle.

Albert Mott proposes a nominating committee to make nominations for national officers.

The amendments offered by the Racing Board are good. They

provide that any employee of a bicycle firm may be placed in Class B at the discretion of the Board; remove the embargo on the kind of prizes that may be offered for Class A races, although still limiting values to \$50; provide that fees for sanctions be charged, and that the fees be used by the executive committee to pay a salary to the chairman of the Racing Board and to defray the expenses of his office; provide that no Sunday races or races for women be sanctioned; and provide for the election of the chairman of the Board, with power to appoint his assistants instead of their being appointed by the president.

Another amendment provides that half the initiation fee of new members go into the national treasury instead of going into division treasuries. At present most division treasuries are full to overflowing, while the League itself is bankrupt.

## A CASE OF PETTY SPITE.

If there is one officer of the L. A. W. who has always and religiously attended to his duties, who has worked for the good of the League with heart and soul, that man is Abbot Bassett. He is not only valuable to the League, but is an absolute necessity. He has grown old in its service, and during all the years that he has held office he has proven himself not only faithful but capable. We doubt if his place could be filled at any price. Still President Luscomb thinks—probably because Bassett has been unable to agree with every whim, emanating from the president's office—that his salary should be reduced. If Bassett did not earn every cent that he gets we should have nothing to say, but to see the worst officer that the League ever had try to vent personal spite on the best arouses our ire. Luscomb is too small.

## NEW YORK NEWS NOTES.

NEW YORK, Jan. 14.—Aside from social events nothing of note has occurred in cycling circles hereabouts during the past week. Everything is cycle show talk, and judging from the amount of interest being displayed by the bicycling public, New York will have nothing to complain of when the local exhibit is over. Manager Frank Sanger, of the Madison Square Garden Co., left this city for the Chicago show last Thursday, where he expects to learn a few points which will be of service to him in bringing the New York affair to a successful issue.

The annual election of the Essex County Wheelmen, of Newark, N. J., was held last week, and resulted in the following selection of officers for the ensuing year: President, Frederick Urppes; vice-president, Charles Block; secretary, C. F. Ziegler; financial secretary, A. M. Woelper; treasurer, George S. Euteristie; captain, Charles Eaton.

Some people are possessed of peculiar hallucinations at times, the strangest one of recent discovery being the challenge issued by Swank, the Philadelphia professional, to Martin, the boy who showed so prominently and well at the recent six days' carnival in this city. Swank actually believes he can defeat Martin in a race at any distance. If a contest ever results from the challenge it will be like finding the \$\$\$ as far as Martin is concerned.

Cabanne and Titus, of the Spalding team, are both firm advocates of spiritualism. Strange stories are told about the wonderful presentiments that have governed these men during their racing career. Frequently during 1894, when one or the other would apparently have a race at his mercy, that foreboding of a coming evil has caused a refusal to start, in every instance a nasty fall happening, in which, had the spiritual warning been left unheeded, one or both of this pair would have certainly been injured. Strange to say, the same presentiment comes to both riders at the same time.

Park Commissioner Squier has issued a new set of rules, regarding and regulating the use of bicycles in Prospect Park, Brooklyn. The document also deals with the new cycle pathway, which is now ready for the wheelmen's usage. It is as follows:

No person shall ride or operate a bicycle or tricycle on the park paths in Prospect Park. Wheelmen walking upon park paths may push their wheels along the paths, but in no case shall the wheels be taken upon the turf.

Wheelmen must observe the law of the road, keeping to the right of the road, and passing vehicles going in the same direction to the left wherever practicable. Coasting is forbidden. Wheelmen must keep their feet upon the pedals and have thorough control of the handle bars of their wheels at all times when riding. When riding at night wheelmen must have a lighted lamp on the front part of their machines.

Neither horses, carriages, wagons, nor pedestrians shall be allowed on the bicycle pathway. Wheelmen dismounting on the bicycle pathway must remove their wheels from the graded surface to the turf until ready to remount.

No wheelmen shall ride at a rate of speed exceeding eight miles an hour in the park, or ten miles an hour on the pathway, nor twelve miles an hour on the bicycle pathway between the park and Coney Island. Racing on the bicycle pathway is prohibited.

Chief Consul Potter of the New York Division, has prepared an amendment to the constitution of the L. A. W. The document is in relation to the appointing of a regular day, at each session when the ways and means of advancing the national road improvement question will be given the time and attention which, in Mr. Potter's mind, it is deserving of.



## DOWN BOSTON WAY.

**Social Functions Still Claim the Attention of the Wheelmen of the Hub—Robinson May be a Candidate for Raymond's Job.**

BOSTON, MASS., Jan. 12.—The week in Boston has been away off as far as the weather goes—foggy and warm, and discouraging generally. The wheelmen have not been out at all. They have been busy keeping themselves dry.

The clubs are still holding social events in large numbers, and the Massachusetts Club has seventeen such events scheduled for the next two months. By the way, they had a rather warm meeting there the other night when they were going to propose an amendment throwing out the women. The women didn't think it "ought to be did," and they were not backward in coming forward and saying so. The matter rests now, and will come up again at the next monthly meeting.

The Press Club boys will hear nominations tomorrow night. There is a movement on foot to do away with the "press" clause, as mentioned last week, but it is said that it will not be successful, and that the newspaper trade will furnish the governing members as at present. Wednesday night at the Press Club there will be a minstrel show for the boys alone, and a grand cake walk with the cakes cooked by Delmonico's chef (save the mark), and each member is supposed to bring a partner. The doors are open at seven, and the trouble begins at eight sharp. Razors above three feet long barred.

The A. C. C. tournament now has a rival in the C. C. C. tournament.

George Geraghty, the president, and George Turner, one of the directors. They are making preparations for their club's stay here, so sure are they that the meet will come to Boston. They will come through from the west in a special train of Pullmans and will all wear white duck suits. They will make a tour of cities before they go back, including New York, Springfield, Washington, Philadelphia, and others. That cow-boy band will be mounted on tandems, and Mr. Geraghty says that they will be heard, if they are not seen. The Denver club says that it is coming not to be entertained, but to entertain. It has secured a steamer to take 800 wheelmen down the harbor on an excursion of their own, and they have as many unique plans for the surprise of Boston people as they can bring east with them.

Arthur K. Peck, who for two years has been cycling editor of the Boston Post, severs his connection with that sheet tonight, as the Post is to discontinue its cycling department.

### Appointed the Committee.

At the meeting of the Massachusetts board of officers held in December, it was voted that a committee of five be appointed by the chief consul to confer with a similar committee from the A. C. C. relative to the best methods for securing for Boston the national meet for 1895. Early in the week the A. C. C. announced its committee and the chief consul has just done likewise. The A. C. C. committee consists of Spencer T. Williams, president of the Associated Cycling Clubs; C. W. Fourdrinier, president of the Press Cycling Club; Josiah S. Dean, Henry W. Robinson, of the National Racing Board, and Arthur K. Peck. The division committee consists of



The new organization has started out well and its tournament is very successful. The C. C. C. held a meeting the other night and voted to give a grand ball. Mr. McGinley urged each organization to become an L. A. W. club and a petition was drawn up to be presented to the chief consul asking that the association be granted

### Representation on the Massachusetts Board

of officers. The organization has put out James McGinley as its choice for its representative.

The sterling old cycling organization, the Boston Bicycle Club, held its seventeenth annual meeting and dinner at Young's the other night and elected officers. Of course E. C. Hodges was elected president. Jo Dean was elected secretary and treasurer, and Dr. W. G. Kendall captain.

It is generally conceded that the choice for chairman of the Racing Board lies between George Gideon of Philadelphia and Henry W. Robinson. Mr. Gideon has openly announced that he would accept under certain conditions, which conditions will be granted him without a question.

Mr. Robinson was asked the other day if he was going to be a candidate for the position in case the office was made an elective one. "Not if George Gideon is to be a candidate," was the reply. "He is perhaps the best fitted man for that position and I personally should like to see him at the head of the board." This settles the question so far as Massachusetts is concerned. She has no other candidate. The only national office that Massachusetts will get will be the first vice-presidency in the person of George A. Perkins.

Two members of the '95 national meet club, of Denver, are in Boston,

Sterling Elliott, chief consul; D. Edward Miller, president of the Springfield Bicycle Club and vice-consul; A. O. Knight, of Worcester; A. D. Peck, of Boston, and George L. Sullivan, of Somerville. These two committees will form the one working force which will have as its object, the bringing of the national meet to Boston.

### Death of E. S. White.

E. S. White, treasurer of the Overman Wheel Co., died at Old Point Comfort, from typhoid fever. Mr. White has been connected with the Overman company for eight or ten years, but it was not until three years ago that he took an active part in the company's affairs. He was a widower and left two children. Mr. White had a large circle of acquaintances in the trade.

### A New Test For Wood Rims.

George W. Marble, the inventor of the Plymouth wood rim, has discovered a new and much-needed test for wood rims. It is a well-known fact that rims, from even the most reliable makers, will occasionally go to pieces without apparent cause. The reason for this is that the wood is too brittle. To determine when the wood is brittle, is a hard task. In appearance, it is the same as that of reliable stock. Mr. Marble has discovered, however, that a sure test of the wood may be had by weighing it. Completed rims of a given pattern should all weigh the same. A rim that does not come up to the proper weight, will invariably be found, when tested, to be brittle, and can be broken with comparative ease. Makers will do well to submit their rims to this test.



## LAI D OVER FOR A SESSION.

Adverse Ruling of Congress on the "Bulletin" Question—Mr. Quigg's Valiant Effort.

WASHINGTON, D. C., Jan. 14.—On the final passage of the postoffice appropriation bill in the lower house of Congress a few days ago, the *L. A. W. Bulletin* was the subject of an animated debate of over an hour. Representative Quigg, of New York, threw himself into the breach as the champion of the League organ, in an effort to lift the ban imposed by the postmaster general in opposition to its admission to the mails as second-class matter.

Mr. Quigg offered an amendment to the measure providing that "associations organized to secure improvement in the condition of public roads and highways, consisting of not less than 1,000 members, and maintaining a publication published at least once a month in the interest of said association," shall be entitled to the classification above mentioned.

Representative Dockery thought that inasmuch as this was "a change of existing laws the amendment was not in order," but Mr. Quigg held a contrary view. "At the last session," said he, "we adopted a provision which was intended to allow newspapers to circulate through the mails as second-class matter, which, under a decision of the postmaster-general has been denied access to the mails on the ground that they were either not newspapers, or that there was some hitch about the character of their circulation, or upon some excuse or other of that kind. In order to cover the case fully we adopted in the appropriation bill for that year this provision:

*Provided*, That from and after the passage of this act all periodical publications issued from a known place of publication at stated intervals, and as frequently as four times a year, by or under the auspices of a benevolent or fraternal society, or order organized under the lodge system, and having a bona-fide membership of not less than 1,000 persons, or by a regularly incorporated institution of learning, or by or under the auspices of a trades union, and all publications of strictly professional, literary, historical, or scientific societies, including the bulletins issued by state boards of health, shall be admitted to the mails as second-class matter, and the postage thereon shall be the same as on other second-class matter, and no more.

*Provided further*, That such matter shall be originated and published to further the objects and purposes of such society, order, tradesunion, or institution of learning, and shall be formed of printed paper sheets without board, cloth, leather, or other substantial binding such as to distinguish printed books for preservation from periodical publications.

"A point of order was raised against that amendment, and the chair decided, as he will remember, that this proposition was simply explanatory of existing law, and defined to the postmaster-general precisely what the law meant. Now, the postmaster-general has denied access to the mails to a publication known as the *L. A. W. Bulletin*.

"I think the amendment which has been presented should be offered to the committee with an apology, for the law which we passed last summer was intended by its language to reach this very class of publications, and to see to it that they were not nagged and annoyed any more by the post-office department as they have been for many years past.

"This is a monthly publication which is issued by the League of American Wheelmen. The membership of that League is very large. It consists of about 120,000 persons. It has organizations in every state, and a central organization, and that central organization issues this monthly newspaper. It is a newspaper pure and simple; that, and nothing else."

At this point Mr. Dockery

**Wanted to Know if the Circulation was Bonafide.**

"Certainly," Mr. Quigg replied. "It has the circulation of the League, which point was covered by last year's amendment. It is not distributed gratis, but on the contrary they pay for it. We settled what was bona fide circulation when we passed this amendment. We said then that if the price of the newspaper was collected from the members of the society through an annual subscription to the society, that satisfied that law. That is not the ground on which this has been ruled out. It is that it is not a newspaper published by a society organized 'under the lodge system.' The point of the postmaster-general is that there was something very occult and mysterious about the use by Congress of the expression 'organized under the lodge system.'"

Here Mr. Quigg read article II of the *L. A. W.* constitution, which is now given an enduring place in national history in the records of Congress for the wheelmen of the future to con over. "The objects of this association," the congressman continued, "are especially to secure an improvement in the condition of the public roads and highways. In my state, especially, this association is very strong, and has had great success in bringing before the state Legislature, and before the board of county commissioners improvements in the roads of the state of New York. There can be no question that this publication is entitled to access to the mails under the law we passed last summer; but the postmaster-general says no.

"I suppose if he says no, and as often as he says no, there is nothing for Congress to do but to pass a special clause, saying that we intended to include that publication also. I suppose we can keep it up as long as the postmaster-general can. The fact of the matter is that the postmaster-general is not administering this law in the spirit in which it was passed by Congress. That is the simple fact of the case. I am willing to go just as far as the postmaster general in keeping out of the mails, publications that are intended to advertise something, to sell something, or to perform an individual service; but a publication that is intended in the interest of the public—and that is the interest of the public—and that has a large and

bona-fide circulation, according to the law that we laid down, ought to be

**Entitled to Admission to the Mails.**

"My amendment in no way changes the law. It simply informs the postmaster-general that when we passed that amendment at the last session we intended to include this publication along with the rest. The point of the postmaster-general is simply that the organization publishing this newspaper is not an organization under the lodge system. That is the interpretation which he puts upon the language of Congress for the simple purpose of keeping out of the mails a publication which we said should go into the mails.

"He tells us that his reason for this is that we are losing money. My reply is that this is our affair, not his. He says that we ought to practice more economy. My answer is that we will practice as much as we choose and as little; that we will be the judges of that question. Now, this is an organization which has branches in every state, organized in what they call 'divisions,' and the postmaster-general says that because they have used the word 'division' instead of the word 'lodge' they are not organized under the lodge system, and therefore that their journal is to be excluded from the mails, though in fact the organization is precisely the same as the lodge system; not one whit of difference. They pay dues, they pay assessments, they have an object, a purpose, and they come directly under the law; and the language of my amendment is simply intended to explain that fact to the postmaster-general as clearly and as lucidly as I can."

The Chair, after taking until late in the afternoon to reach a decision, ruled Mr. Quigg's amendment out of order, saying, that "at the time the former amendment was offered last year it was conceded on both sides that there was nothing at that time in existing law covering the point before the House. Congress determined what the law should be, and in explicit language stated the organizations that could send publications through the mails at second-class rate. The amendment now offered by the gentleman from New York makes an additional class. The gentleman himself concedes that there is one material difference in the publication he alludes to and the class of publications referred to in the existing law. The Chair sustains the point of order, and holds that the amendment is not in order."

This ends for the present a contest that virtually decides the fate of *The Bulletin*, and is but another potent argument in behalf of a complete revision of the postal laws that bear upon the classification of newspaper postage. Mr. Quigg made a valiant fight, and for this he should have the commendation of every wheelman in America who believes in simple justice and in living up to the real intent of the law. In a conversation with your correspondent immediately after the adverse ruling of the chair Mr. Quigg said, "I do not think his decision is just, but of course it has to stand. The only thing to do is to wait until next Congress, when I intend to offer a bill covering the entire subject of second-class mail matter, and making the law in all respects sensible and complete."

## A NEW YEAR'S RACE MEET.

PASADENA, CAL., Jan. 2.—Under the cloudless sky of a perfect day and the warm rays of a southern California winter sun, the Crown City Cyclers, of this city, held their first annual race meet yesterday. Probably in no other place in the United States can a successful race meet be run on New Year's Day. The track on which the races were run off is a new one, and not being packed very hard yet, was necessarily a little slow. Two thousand people filed into the grand stand and another 1,000 viewed the races from over the low fence surrounding the course. Los Angeles was well represented in the afternoon's sport, and the Garden City Cyclers, of San Jose, had an able representative in Oscar Osen, who stopped here on his way home from the diamond meet, held at Phoenix, where he defeated everybody, winning seven firsts and two seconds. Since Osen has been in southern California he has improved wonderfully in his riding, in fact he is looked upon down here as one of the foremost racing men in California.

There were only two starters in the novice—Harry Myers and W. Hadley—and for three-quarters of a mile the race was close, but on the home stretch Myers crept away from Hadley and won by ten yards in 2:56½. The final of the mile club championship brought out Harvey, Johnson, Hewitt, Gaylord, and Glass. Johnson set a slow pace at the start and at the half was passed by Glass, and for the rest of the distance there were changes without number. Hewitt won handily, with Gaylord second, and Johnson third. Time, 2:49.

In the one-mile open, Class B, the Los Angeles aggregation showed up strongly, but Oscar Osen again showed his sprinting abilities, and won the race in the best time of the day, 2:17¾. The starters were Will Jenkins, W. A. Burke, Casey Castleman, Oscar Osen, J. W. Cowan, Fritz Lacey, Ulbricht, and Hatton. A tandem was put in to make the pace. There were only three starters in the half-mile, Class A, but they put up a very pretty race. Johnson took the lead at the start and held it throughout, passing over the tape in 1:21½, with Hewitt and Harvey following.

In the mile handicap, Class B, the men from Los Angeles were again in the majority. The limit man, Hutton, had 350 yards, with Osen and Ulbricht on scratch. Ulbricht won; Lacy, 200 yards, second. Time, 2:43½. Castleman, who was on the fifty-yard mark, collided with a small boy who started to run across the track, and was considerably bruised, likewise the boy. The last event was a ten-mile handicap race for Pasadena riders, and was won by Stevens from the 250-yard mark, with Evans second from 350 yards. Time, 30:17.



# A Mechanical Expert

Was deputized by the *Chicago Times* to spend a day at the National Cycle Exhibition for the purpose of selecting the finest bicycle (from a mechanical standpoint) in the show. The sole object of this investigation on the part of the newspaper being a matter of news for the enlightenment of *Times* readers. This gentleman is, by the way, not only a mechanical expert, but a bicycle expert as well. His investigation was thorough and complete and resulted in a very practical article on the show in general, and the finest bicycle found there in particular. The following clipping speaks for itself. Only one bicycle was mentioned in the editorial.

One of the things that strikes the visitor at all acquainted with mechanics and mechanical devices, is the care, the mechanical ingenuity, and the nicety of construction combined in the manufacture of bicycles. One manufacturer, the Indiana Bicycle Co., of Indianapolis, which manufactures the Waverley, employs a steel expert to select their material, to whom they pay as big a salary as the Mayor of Chicago gets. A chemical analysis is made of every ingot that is used. The cranks on their machines are tested to a strain of 600 pounds—something that is unprecedented. Their steel tubing is selected stock from the Mannesmann Tubing Co., of Germany, all tested to gauge. This is said to be the only company in the country that makes every part of the bicycle in their own factory, which has the largest capacity of any factory in the world. The company uses natural gas as its only fuel. They have made as high as 25,000 bicycles in one year.—*Chicago Times*, Jan. 11, 1895.

CATALOGUE FREE.

## INDIANA BICYCLE CO.,

BRANCH HOUSES:

CHICAGO: 184 Madison St.	BUFFALO, N. Y.
BOSTON: Columbus Ave.	SAN FRANCISCO, CAL.
PHILADELPHIA, PA.	ATLANTA, GA.
CINCINNATI, OHIO.	SAN ANTONIO, TEXAS.
DENVER, COLO.	

Indianapolis, Ind., U. S. A.



## FROM OVER THE SEAS.

LONDON, Jan. 5.—The last two days of the old year were marked by fine weather and good roads. A hard frost and raging gale solidified the mud and puddles last Saturday night, and Sunday and Monday were fine sunny days with a clear sky and a seasonable temperature. On Sunday many riders faced the gale and struggled out to Barnet, and other favorite northern haunts, making their return at a pace scarcely attainable without the heavy wind assistance. On New Year's Eve the usual festive celebration was held at the Stanley clubhouse, where a goodly crowd assembled to drain glasses of steaming punch as the last moments of 1894 ebbed away. Frank Shorland and F. T. Bidlake were amongst the company, the former appearing in the highest spirits. Music and song whiled away the first hour of the infant year, and several members returned to their homes awheel faster than the laggard night hansoms could have borne them.

The prospectus of the Wood Green track has been published this week, under the title of the North London Cycling and Athletic Grounds Co., Ltd. The lists will remain open until January 10. The capital will be \$80,000 in 16,000 shares of \$5 each. The directors are: A. W. Gamage, A. J. Wilson, F. P. Low, and W. Charles Russell. The details of the scheme include a 3½-lap cycle path, a four-lap cinder path for running, grand stand, complete dressing accommodation and storage for cycles, a good refreshment department, a gymnasium and billiard-room. The space round the track will be raised in tiers, and it is computed that the total capacity of the ground for spectators will be sufficient for over 30,000 persons. The directors expect to be able to pay a dividend of 10 per cent on the first year's working, and are sanguine of 20 per cent being reached in the future. Some thirty clubs in the district have promised their support.

There appears some

### Prospect of Another Up-to-Date Track

being commenced ere long at Tufnell Park, where seventeen years ago, when speed rates were lower, the primitive three-lap cinder path surrounding a cricket ground was used by Stanton—a prominent professional of those days—for training purposes, and where early club race meetings were held. It is said that all the capital will be forthcoming privately. The refreshment license of an hotel adjoining the grounds extends to the latter, a point which will render the track unique from the thirsty spectator's point of view. Tufnell Park track is close to a railway station, is inside the four mile radius, and surrounded by a thickly populated residential area. However, no definite details of the scheme have yet been made public.

The financial result of the late Stanley show is stated to be highly satisfactory, in fact substantially ahead of any result in recent years.

Cycling schemes, ingeniously elaborated on paper, may make interesting copy, but unless backed up by an abundance of unsparing work rarely fructify. This has been the case with the "camping-out scheme for cyclists," proclaimed early in the year in the *Review of Reviews*, by W. T. Stead. No one seems to have considered it sufficiently fascinating to be worth taking up, and the whole edifice has dissipated like the baseless fabric of a dream. It may now be relegated to the cycling "borderland."

I am informed that the attempt to encourage the cycling clubs of London to federate for the purpose of sharing the use of the Ideal Club, upon most reasonable terms, has not caught on. In the huge metropolis there are so many grades of social status represented among cycling clubmen that it seems almost

### Impossible to Weld a Number of Clubs Together

for a social object. Each club has its individual standard relating to its social life, to which it clings with the utmost pertinacity, and any attempt to override its prejudices provokes resentment and disruption.

One of the recent converts to practical cycling is T. P. O'Connor, the brilliant journalist whose daily writings fascinate thousands of readers. In the January Gazette of the Touring Club "Tay Pay," as his intimates love to style him, makes some charming confessions of his struggles as a novice. In his zeal for his work the able M. P. scarcely ever took exercise—cabbage from his editorial office to the House—with the result that he became very stout. He went away to Marienbad and got off a stone in weight by the aid of the water cure, completing his treatment by a course of cycling. But let him speak for himself. "To those who are about to try the cycle, I should say that it seems to some people at first so difficult as to make them despair. Others are singularly quick. I can not pretend to any such rapidity; I am a slow and clumsy learner in all games; and I took, I should say, quite a dozen lessons before I was able to feel comfortable; and even yet after nearly a couple of months, I do not count myself much better than a beginner. But all the same, I would advise the whole world to learn the bicycle. I can not say what a difference it has made in my feelings and general health. Every morning, about 8 o'clock, wet or fine, or even when there is a fog—I am out in Battersea Park, and remain there for an hour or two. However miserable I may be when I start out—and I never feel particularly cheerful in the morning—I am

### Quite Fresh and Happy After This Run

through the open air. Your spirits, indeed, rise every moment. The motion—the sense of mastery—the pleasure of learning, and above all things, the beautiful fresh air of an open space like Battersea Park—all these things produce physical and mental exhilaration which lasts through the entire day, and colors it and brightens it."

For a long time, the writer continues, he could neither get on or off his cycle. But when these difficulties were overcome, he was only at the

beginning of his troubles. He found conversation with a fellow rider almost impossible, because he could not look at him; and when this difficulty had vanished he was still bothered by nervous twitchings and ticklings in his facial muscles. His cap was always threatening to blow off, and dared not touch it without dismounting; neither could he blow his nose nor look at his watch, despite his inclination to do so every moment. However, at length Mr. O'Connor overcame these bugbears, though he is still far from happy amongst traffic. Like the broad-minded man he is, Mr. O'Connor greatly recommends Sunday riding to the dwellers in a crowded city, and does not fail to ring in the inevitable warning against novices overdoing it at first—an indiscretion which cost him some punishment in the form of nervous dyspepsia.

C. W. HARTUNG.

## RICH, RARE, AND RACY.

The Warman-Schub Cycle Co., received the following letter from a Wisconsin boy last week. The letter may not read straight, but we are able to assure our readers that the writer means well:

WARMAN & SCHUB, HOV'S.

Dear Sir: I herewith must state you a question upon which I should like to have your answer of experience as it is a question which I with my experience can hardly answer for I have not had the chance to experiment on the object.

Now the principal of the question I have before me is whether the Main Sprocket (of a safety Bicycle) can be loose upon the Crank Axle in certain ways.

Now if there should be an addition of about one-half of an inch be added to the length of the hub of the Main Sprocket and an excellent cone or ball bearing be fixed to the hub of the sprocket so as to avoid great friction or hard running upon the crank shaft when pedals would be held, as an occasion of going down grade the feet would not have to be removed from pedals and also I have other reasons which I think would be more useful. The Sprocket would have to be put on in a wratched form so that when the pedals are set in motion the sprocket will catch and revolve again.

Now most Respective Gentlemen upon this question I most ask your answer of experience. Now to weather the main sprocket in the ways mentioned here to fore, (If the sprocket be loose on the crank-axle and a ball bearing be put in the hub of sprocket and also a wratched attachment be put in the hub for the purpose of holding the sprocket fast to the axle when axle beang put in motion again).

Now if a ball bearing be added to the hub of sprocket, will it be possible that the sprocket will or can be kept in perpendicular or correct position to the chain in this way.

Now most Hon. Gentlemen this is the most principal part of the question and it is something which I can not state anything about so I call upon you and hope you will make the best of my question that possibly your thoughts of experience will let you. Perhaps my statement is poorly arranged so as to be understood but as I stated before you must make the best of it that you can. Here with I enclose stamps for reply. If you have cat. fixed for -95 please send me one.

Hoping to have your reply I remain,

Yours Resp.

JOHN BLANK.

### Curb Stone Brokers a Nuisance.

Curb stone brokerage as practiced in many cities of this country, but more noticeably in the large towns, is the ruination of the cycle business of many reputable firms. Traveling men, who are anxious to place an agency in every city visited, sometimes find it impossible to place their wheel with a regular dealer, and in their perplexity allow some cyclist who is popular locally to handle the machine. These agents (?) have no stores, in fact no regular address. Their own mount is the sample. Provided with this and an inside knowledge of the cyclists' wants, such a dealer (?) lies in wait for people who are looking for wheels. By offering a reduction in price (oftentimes four-fifths of the profit) the sale is secured for cash and the reputable dealer's work has been for nought. In some cases the dealers have been forced to meet such cuts and have thereby dropped all profits.

The dealers are under great expense. The curb stone solicitors really made money by taking the agency, their sample wheel being purchased at agent's discount, and being under no expense they can cut prices to ruinous figures. In this matter manufacturers are to blame and are appreciably the losers in the long run. Agents of the reputable kind will not accept the agency for any wheel, the introduction of which has been by means of the curb stone broker. A wheel that has been sold at cut prices for a year or two can not be successfully campaigned at strictly list prices.

In a recent trip through New England and New York State, a BEARINGS man found, in nearly every city, long lists of "at their own house" agencies and in every case a kick was forthcoming from every reputable dealer who claimed a ruination of a portion of their business and that they were forced to meet prices made in this way.

John Caldwell and the Eastern Rubber Co. each report the loss of single wheels at the cycle show. The wheels were fitted with hubs, spokes, and tires, and were of the I. A. Weston & Co. pattern. It is probable that in the hurry of the packing some other firm may have put the wheels in their case.



# TWICE AS GOOD AS OTHER TIRES!

## Class B—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
1	6	13:46	F. J. Titus, Springfield, Sept. 13, 1894		
2	7	15:57	"	"	"
3	8	18:15 $\frac{3}{5}$	"	"	"
4	9	20:27 $\frac{3}{5}$	"	"	"
5	10	22:45	"	"	"
6	11	24:59	"	"	"
7	12	27:18	"	"	"
8	13	29:33 $\frac{1}{5}$	"	"	"
9	14	31:50 $\frac{4}{5}$	"	"	"
10	15	34:10 $\frac{3}{5}$	"	"	"
11	16	36:19	"	"	"
12	17	38:31	"	"	"
13	18	40:43 $\frac{2}{5}$	"	"	"
14	19	42:56 $\frac{2}{5}$	"	"	"
15	20	45:08 $\frac{3}{5}$	"	"	"
16	21	47:21	"	"	"
17	22	49:26 $\frac{3}{5}$	"	"	"
18	23	51:38	"	"	"
19	24	53:54	"	"	"
20	25	56:04	"	"	"
21	26	58:15	"	"	"

## Class B—Unpaced, Flying.

No.	Miles.	Time.	Name.	Place.	Date.
22	1-4	:25	Cabanne, Decatur, Oct. 28, 1894		
23	2-3	1:24	Sanger, Waltham, July 17, 1894		
24	1	2:07 $\frac{1}{5}$	Sanger, Springfield, Sept. 12, 1894		

## Class B—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
25	1-4	:28 $\frac{3}{5}$	Brown, Decatur, Oct. 13, 1894		
26	1	2:08 $\frac{1}{5}$	Sanger (Hand), Springfield, Sept., 1893		
27	4	9:47 $\frac{1}{5}$	Titus, Lafayette, July 30, 1894		
28	5	12:19 $\frac{1}{5}$	" Denver, Aug. 17, 1894		
29	6	15:31 $\frac{1}{5}$	" Cleveland, July 21, 1894		
30	7	18:02	"		
31	9	23:10 $\frac{3}{5}$	"		
32	10	25:45	Sanger, "		

## Class B—Tandem, Unpaced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
33	1-4	:24 $\frac{1}{5}$	Rigby & Johnson, Decatur, Oct. 31, 1894		
34	1-3	:32 $\frac{1}{5}$	Bernhardt & Goetz, Decatur, Oct. 26, 1894		
35	2-3	1:15 $\frac{3}{5}$	Titus & Cabanne, Denver, Aug. 17, 1894		
36	3-4	1:36	"		
37	1	1:56 $\frac{4}{5}$	"		

## Class B—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
38	1-4	:23	Rigby & Johnson, Decatur, Oct. 28, 1894		
39	1-3	:31 $\frac{3}{5}$	Bernhardt & Goetz, Decatur, Oct. 30, 1894		
40	2-3	1:12	Callahan brothers, Waltham, Sept. 21, 1894		
41	1	1:52 $\frac{4}{5}$	Titus & Cabanne, Minn'polis Aug. 10, 1894		

## Class A—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
42	1-2	:59	Porter, Waltham, Oct. 20, 1894		
43	2-3	1:18 $\frac{2}{5}$	" Nov. 2, 1894		
44	3-4	1:28 $\frac{3}{5}$	"		
45	1	1:58 $\frac{1}{5}$	"		
46	6	13:43	Meintjes, Springfield, Sept. 14, 1893		
47	7	16:05 $\frac{4}{5}$	"		
48	8	18:26 $\frac{1}{5}$	"		
49	9	20:46 $\frac{3}{5}$	"		
50	10	23:04 $\frac{3}{5}$	"		
51	11	25:26	"		
52	12	27:43 $\frac{2}{5}$	"		
53	13	30:03 $\frac{1}{5}$	"		
54	14	32:19	"		
55	15	34:37	"		
56	16	36:54	"		
57	17	39:11	"		
58	18	41:31 $\frac{1}{5}$	"		
59	19	43:50 $\frac{1}{5}$	"		
60	20	46:07	"		
61	21	48:27	"		
62	22	50:46 $\frac{2}{5}$	"		
63	23	53:04 $\frac{1}{5}$	"		
64	24	55:22 $\frac{1}{5}$	"		
65	25	57:40 $\frac{3}{5}$	"		
66	26	59:52 $\frac{1}{5}$	"		

## Class A—Flying Start, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
67	1-4	:25 $\frac{1}{5}$	Porter, Waltham Nov. 2, 1894		
68	1-3	:34 $\frac{4}{5}$	"		
69	1-2	:53	"		
70	2-3	1:15	" Oct. 20, 1894		
71	3-4	1:24	"		
72	1	1:52 $\frac{3}{5}$	"		

## Class A—Unpaced Records, Standing Start.

No.	Miles.	Time.	Name.	Place.	Date.
73	1-2	1:03 $\frac{2}{5}$	Jenny, Oneonto, Aug. 8, 1894		
74	1	2:16 $\frac{4}{5}$	L. A. Callahan, Denver, Aug. 18, 1894		

## Class A—Unpaced Records, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
75	2	4:55 $\frac{1}{5}$	Porter, Waltham Sept. 27, 1894		
76	3	7:28 $\frac{2}{5}$	Senn, Utica, Oct. 19, 1894		
77	4	10:04	Senn, Utica, Oct. 20, 1894		
78	5	11:26	Coffin, Newark, Nov. 5, 1894		
79	10	25:26	Senn, Utica, Oct. 23, 1894		
80	25	1:05:30	Senn, Utica, Oct. 23, 1894		



# 157 RECORDS!

All on PALMER'S

....

# 131

# OF THESE ARE WORLD'S RECORDS!

....

We do not split distances  
above the mile, as these are  
not recognized by the L. A. W.

....

**PALMER  
PNEUMATIC  
TIRE CO.,  
CHICAGO.**

## Class A Records—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
81	1-4	:27 $\frac{1}{5}$	Howie, Janesville, Oct. 10, 1894		
82	1-4	:29 $\frac{3}{5}$	Beuschoten, Poughkeepsie, Aug. 15, 1894		
83	1-3	:44 $\frac{2}{5}$	Porter, Waltham, Oct. 22, 1894		
84	1-2	1:03 $\frac{1}{5}$	Jenny, Oneonto, June 8, 1894		
85	2-3	1:25 $\frac{2}{5}$	Porter, Waltham, Oct. 22, 1894		
86	3-4	1:37	Porter, Waltham, Oct. 22, 1894		
87	4	9:51 $\frac{3}{5}$	Scott, Asbury Park, Aug. 31, 1894		
88	5	12:11	Scott, Asbury Park, Aug. 31, 1894		
89	6	15:15 $\frac{4}{5}$	J. Linneman, Chicago, Aug. 12, 1893		
90	7	17:43 $\frac{3}{5}$	J. Linneman, Chicago, Aug. 12, 1893		
91	7	16:50 $\frac{2}{5}$	Meintjes, London, July 8, 1893		
92	8	19:23 $\frac{4}{5}$	Meintjes, London, July 8, 1893		
93	8	20:24 $\frac{4}{5}$	J. Linneman, Chicago, Aug. 12, 1893		
94	9	21:53 $\frac{1}{5}$	Meintjes, London, July 8, 1893		
95	9	22:52 $\frac{4}{5}$	Meintjes, Chicago, Aug. 12, 1893		
96	10	24:14 $\frac{2}{5}$	Meintjes, London, July 8, 1893		
97	10	25:32	J. Linneman, Chicago, Aug. 12, 1893		
98	11	27:55	Meintjes, Chicago, Aug. 12, 1893		
99	12	30:29	"		
100	13	32:57	"		
101	14	35:41 $\frac{2}{5}$	"		
102	15	38:05 $\frac{4}{5}$	"		
103	16	40:39 $\frac{1}{5}$	"		
104	17	43:10 $\frac{3}{5}$	"		
105	18	45:53 $\frac{3}{5}$	"		
106	19	48:31 $\frac{2}{5}$	"		
107	20	51:18 $\frac{2}{5}$	"		
108	21	53:58	"		
109	22	56:39 $\frac{4}{5}$	"		
110	23	59:18 $\frac{2}{5}$	"		
111	24	1:01:59 $\frac{2}{5}$	"		
112	25	1:04:39 $\frac{3}{5}$	"		
113	30	1:17:59 $\frac{1}{5}$	"		
114	35	1:31:02 $\frac{1}{5}$	"		
115	40	1:44:11 $\frac{4}{5}$	"		
116	45	1:57:33 $\frac{2}{5}$	"		
117	50	2:11:06 $\frac{4}{5}$	"		
118	55	2:24:59 $\frac{2}{5}$	"		
119	60	2:39:47	"		
120	100 kil	2:46:12 $\frac{3}{5}$	"		

## Class A—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
121	1-4	:25 $\frac{1}{5}$	Haggerty & Williams, Wthm, Nov. 2, 1894		
122	1-3	:34 $\frac{2}{5}$	"		
123	1-2	:53 $\frac{1}{5}$	"		
124	2-3	1:13 $\frac{3}{5}$	" Oct. 27, 1894		
125	3-4	1:32	"		
126	1	1:52 $\frac{3}{5}$	"		

## Paced, Straightaway Road Records, Single Team.

No.	Miles.	Time.	Name.	Place.	Date.
127	1-2	:46 $\frac{2}{5}$	W. H. Penseyres, Buffalo, Nov. 9, 1894		
128	1	1:35	E. F. Leonert, Buffalo, Dec. 13, 1894		
129	1*	1:32	Cordang & Bailleux, Holland, Dec. 2, 1894		

\*Tandem.

## Unpaced, Straightaway Road Record.

No.	Miles.	Time.	Name.	Place.	Date.
130	1	1:52 $\frac{3}{5}$	E. F. Leonert, Buffalo, Dec. 13, 1894		

## American Hour Records.

No.	Hours.	M. Yds.	Name.	Place.	Date.
131	1	26 1489	Titus, Springfield, Sept. 13, 1894		
132	2	45 1530	Meintjes, Chicago, Aug. 13, 1893		

## Competition Flying.

No.	Miles.	Time.	Name.	Place.	Date.
133	1-4	:26 $\frac{3}{5}$	Sanger, Denver, Aug. 18, 1894.		

## Tandem, Standing, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
134	1-4	:26 $\frac{3}{5}$	Banker brothers, Hartford, Nov. 7, 1893		

## National Road Records.

No.	Miles.	Time.	Name.	Place.	Date.
135	5	12:55	Monte Scott, New Jersey, Oct. 12, 1894		
136	10	26:07 $\frac{2}{5}$	"		
137	15	39:30 $\frac{2}{5}$	"		
138	20	52:51	"		
139	25	1:05:21 $\frac{4}{5}$	"		
140	50	2:30:40	A. E. Weinig, Buffalo, Sept. 15, 1894		

The English do not recognize any distance less than fifty miles, and their records stand as follows:

No.	Miles.	Time.	Name.
141	50	2:07:15	A. A. Chase
142	100	4:39:28	A. A. Chase
143	212 $\frac{1}{2}$	12:00:00	A. A. Chase
144	376	24:00:00	C. C. Fontain

## Indoor Records.

No.	Miles.	Time.	Name.	Place.	Date.
145	1-2	1:05 $\frac{1}{5}$	Barbeau, "A," Philadelphia, A. T.		
146	1-2	1:07	" " " " " " " "		
147	1	2:14 $\frac{2}{5}$	" " " " " " " "		
148	1	2:20	Nat Butler, "B," New York, Comp.		
149	3	7:28	Roome, "A," Philadelphia, "		
150	3	7:28 $\frac{1}{5}$	McDuffie, "B," New York, "		
151	4	10:08 $\frac{1}{5}$	" " " " " " " "		
152	4	10:08 $\frac{1}{5}$	Roome, "A," Philadelphia, "		
153	5	12:39 $\frac{1}{5}$	McDuffie, "B," New York, "		
154	5	12:17 $\frac{2}{5}$	Roome, "A," Philadelphia, "		
155	25	1:08:31	Martin, "P," New York, "		

## Horse Records.

156	Robert J. pacer	2:01 $\frac{1}{5}$
157	Alex, trotter	2:08 $\frac{3}{5}$



## ANOTHER NEGRO OUTRAGE.

CLEVELAND, OHIO, Jan. 4.—The porter question is no more a disturbing element in the ranks of the Cleveland Wheel Club. Some time ago a colored porter, Frank Isaac by name, became careless about his personal appearance around the clubhouse. He was talked to by the chairman of the house committee, but with no good results; he had evidently deluded himself with the idea that he was indispensable about the house, and governed himself accordingly. Finally the matter was laid before the board of directors, and he was ordered to provide himself with a uniform, and to wear it during the afternoon and evening while on duty. This he refused to do, saying he would quit first, and he finally did quit. That he had reason for his delusion now became apparent, for only a short time elapsed before he had a petition in circulation for re-instatement, and it was signed right and left, fully seventy to eighty names appearing upon it when it reached the board. After a thorough discussion the petition was referred back to the club for action, and a committee from the board was appointed to state its side of the case. With the petition was a report that the board could not, with the best interests of the club at heart, re-instate the porter. Last week the petition got back to the club, just about three months old. A large percentage of the signers had cooled off in the meantime, but for all that a spirited discussion arose over the petition. Finally a motion to file the petition—in the waste basket—was put and carried without a dissenting vote, and the porter is buried, as far as the C. W. C. is concerned, for ever.

The annual election of officers occurs early next month, and the hustle for office has already begun. An amendment to the club constitution providing for the election of a new set of officers yearly, instead of board members serving two years as at present, was to have been introduced at last week's regular meeting of the stockholders, but the promoters of the scheme failed to live up to the constitution in not sending to each member a copy of the proposed amendment, and nothing could be done legally. It was finally decided to call a special meeting.

The Lakeside Club will move into new quarters the present week. It has secured a furnished three-story house on Church Street, with a large room on the third floor that can be used as a gymnasium. The boys are to be congratulated in securing such a prize. A fine side lawn is another attraction, and the location is handy to all car lines on the West Side. At the annual election last week, the following were elected to the board of directors: L. N. Purdy, H. P. Shupe, W. S. Bidle, W. W. Damel, A. E. Stiles, F. E. Sheldt, I. S. Fenn, O. L. Kappler, and E. J. Newton. After the regular meeting the board went into session, and elected the following officers: President, A. E. Stiles, first vice-president, O. L. Kappler; second vice-president, L. N. Purdy; secretary, I. S. Fenn; treasurer, W. S. Bidle; captain, E. J. Newton.

## FASHIONS IN DRESS.

When cycling was a new-born sport its votaries arrayed themselves in eccentric fashions after the manner of the supporters of most new hobbies. It was an exceptional thing once to be a cyclist, and an exceptionally striking costume usually accompanied devotion to the cause. Perhaps men wanted to draw a little attention to themselves, after the manner of total abstinence advocates who adorn themselves with emblems of cerculean ribbon to indicate their watery inclinations. When cycling was only a craze for the eccentric, the peculiarities of these strange persons naturally showed themselves in their ideas of costume. If a man were odd enough to gallivant about upon a velocipede, small wonder that he was sufficiently quaint to don clothing that would stamp him nowadays as demented. To hark back to the parallel of blue ribbonism, when the craze for heralding yourself as a non-drunkard cools, upon the reflection that to be consistent you ought also to wear green, yellow, purple, and other flaglets to signalize to the world, as you cruise about, that you neither swear, gamble, nor frequent the Empire promenade, until your vesture becomes as variegated as the many-hued habiliment of the youthful Joseph, so also, when cycling becomes less of a peculiarity, and more of an ordinary habit, not needing announcement or warning to the world, then the wild garb of the early patrons of the sport has to give way to soberer raiment and more usual attire, or else a man would have, to be consistent, to wear some article indicative of every kind of sport he chooses to engage in.

This practice of being eccentric remains to this day among the very young and the very foolish. Perhaps it is natural. Each individual cyclist recapitulates in miniature, to some extent, the history of the race of cyclists—a fact which may account for the wearing of the club badge out of due season, and the use of C. T. C. uniform for ordinary clothing.

The uniform has nearly died out as a club fashion, the only trace left behind being a club badge, and perhaps a club scarf. The stiff helmets, the braided tunics, the laced jockey caps, have all gone with the bugler and other barbarous relics of a mock militarism. The early idea of a club run seemed to be an imitation of a regiment on the march. Officers had to be on duty, riders had to be dressed alike, and obey orders, and the maneuvers of forming twos and dropping into file and riding as a solid body of invaders were regularly practiced. Your uniform was cut high without a collar, very exact in its fit, tight to the body, and glued on to the legs. And you were beautifully braided. Loops, and fal-lals, and belts, and even epaulets were worn quite commonly, and the military conception was still further extended into the holding of an annual review of these troupes at Hampton Court. All that has gone with the good old days. Cycling has outgrown

such trammels, and can run along more freely now on its own lines. Some few clubs keep their uniform rule with a sentimental regard for the past glories of their bravery when they rode tricked out in military style, but they only keep the rule in the books, and do not carry out one word of what it says. Others adopted the curious contradiction of terms that the uniform to be worn should be optional, or, in other words, said its members must all dress alike, except those who didn't like; but the present practice among metropolitan clubs, at any rate, is for members to be allowed to wear what they think fit, a permission perverted to what they think fits, by more than one of the funny men of the cycling world. Fashion in dress, like fashion in machines, has converged into an indistinguishable ordinariness that escapes recognition. A few years ago you could tell at a glance, as a man rode by, what club he belonged to by his rig, and what craft he was aboard by her lines; but this ready recognition is no longer possible, and the chief consolation is the fact that the modern general average is vastly superior to the ancient best exceptions. Soon after the decay of uniformity there was a lapse into absolute slovenliness, and collarless vests, sack-like sweaters, and kindred abominations filled the bill. In some quarters too, a tendency existed to indulge in outrageously loose knickers and sleeves of a most reactionary kind from the early tight uniforms, the wearers of which used to delight in rolling them above the elbows and knees, with the barest regard for appearances imaginable. Today the style has settled to a more moderate and medium fashion. Indeed, the mode now is to dress as nearly like one does in non-cycling clothes, except as to the legs. As for shoes and stockings, black is the only color that is always neat. Yellow shoes are unendurable when anything but quite new and never wetted, while the vulgar stockings of enormous pattern that had a spasmodic vogue last season cry out aloud that their wearer is devoid of taste. As to the upper gear, that is now, as I said, as like one's ordinary untailored coat and waistcoat as can be; in fact, it is a good tip to have one's usual clothing originally made with woolen linings and stiffenings, so that they may eventually be pressed into the service as cycling garments, when their shine has been taken out of (or put into) them by ordinary wear. Waistcoats give convenient watch-carrying capabilities and a freedom of coat movement, and lastly, the ordinary turn-down linen collar can be worn in comfort on anything but a scorch, except on very unusually excretive skins, when celluloid makes a fairly decent substitute. The masher high collar is as out of place on a cyclist as the old militarism; but the fashion of the day is to approximate as nearly as can be to a dress that is not more noticeable than can be helped when worn without the accompaniment of a machine.—F. T. BIDLAKE in *British Sport*.

## CLASS A MEETS IN CHICAGO.

At a meeting of the Associated Cycling Clubs of Chicago, last Tuesday, it was decided to inaugurate a series of tournaments, to be given during the coming season at the South Side track, for the benefit of the Class A men of the city and vicinity. The general feeling was that the great success which similar tournaments met with during the days of the old Parkside track would be repeated. A committee consisting of J. M. Erwin and H. M. Gardiner was appointed to confer with the board of commissioners of Lincoln Park, and endeavor to secure some legislation on the subject which has for such a long time interested the cyclists of north Chicago, viz.: setting apart one of the drives of Lincoln Park for the exclusive use of cyclists, or the building of a circular bicycle track around the athletic grounds of the park. The committee in charge of the case of Miss Myrtle Hopkins reported that in its opinion Miss Hopkins was being influenced against allowing the committee of the A. C. C. to take full charge of her case. The committee was empowered to make a request of Miss Hopkins that she turn over the entire matter to their charge, and that failing to do this the A. C. C. would withdraw their support. Should the matter come to this turn the association will immediately commence proceedings against Mr. Wells for criminal carelessness, and endeavor to establish a point which, in the future will be of much good to the cyclists of Chicago. At the next meeting of the association, to be held the second Monday in February, the course over which the next Decoration Day road race is to be run, will be decided on.

## SPRINGFIELD NOTES.

SPRINGFIELD, MASS., Jan. 14.—The second of the series of bicycle club assemblies was held in the Masonic Hall last Friday night. About sixty-five couples were present, including many guests from out of town. The patronesses were Mrs. A. A. Chamberlain, Mrs. Howard Brown, Mrs. J. G. Maxfield, and Mrs. H. J. Winans. The assembly committee was assisted in receiving the guests by A. H. Weston, S. H. Trusk, F. W. Hawkins, A. J. Berry, and E. H. Hildreth. Programmes were dispensed with, and dancing was continuous. A. F. Jacobs played the organ in the intermissions between the orchestral selections. The Philharmonic orchestra rendered some especially pleasing selections for dancing. At intermission Henze, of the Nayasset Club, provided an excellent lunch.

Fred Graves, a distinctive Springfield development, has been in the city visiting friends a few days. He has given up racing entirely and has gone into business. He and "Andy" McGarrett have gone to Boston to open an agency for the Indiana Bicycle Co. and introduce the Waverly wheel to Boston riders. Mr. Graves has just returned from a two months' tour of Vermont and New Hampshire in the interests of the company, and reports a promising outlook for business for 1895, in spite of the zero weather that prevailed there most of the time while he was away.



### THE DEMAND INCREASING.

The tenth annual edition of the Columbia desk calendar is having an unprecedented popularity this year, and riders and business men everywhere are asking for it. Thousands throughout the country by their requests for it attest to its necessity in every place of business. With a separate leaf for each day, containing bright sayings, business maxims, and clever pen sketches, it is just the thing to put one in good humor each morning, as the old leaf is torn off and something pleasing and witty meets the eye. Then there is plenty of space left for recording memoranda and jotting down engagements and the like.

The calendar is yours for five 2-cent stamps by addressing the Calendar Department of the Pope Mfg. Co., Hartford, Conn.

#### A Significant Fact.

Orders for Columbias are even surpassing the most sanguine expectations of the Pope Mfg. Co. A well known retailer who last year bought only twenty Columbias has this year placed a guaranteed order for 200. Similar increase is the rule.

#### Of Interest to Connoisseurs.

The Boston *Post* says that when the largest bicycle manufacturer in the world places on exhibition a new model it is just as much a matter of deep interest to all connoisseurs, wheelmen, and the trade, even, as is the announcement in an art center to art lovers that a masterpiece is to be placed on exhibition. The *Post* referred to the '95 Columbia, Model 40, then being viewed by hundreds while on exhibition at the Pope Mfg. Co.'s Boston branch.

#### In New Dress.

A very cute illustrated poem appeared in one of the recent magazines, in which a young man expressed the constancy of his love, even though his sweetheart changed with every season. It mattered not to him whether her sleeves had to be blown up with a bicycle pump, or were so tight that one must imagine they had been sewed on. The fact is, a new dress can not change a young woman any more than it can change a bicycle. The Columbia bicycle appears in a new dress this year, but, as usual with many improvements, the same lines are there, however, and the same beauty of style and finish. Old Columbia riders who always change their mount every year will love their new Columbias more than ever.

#### A Modern Witch.

The modern witch is beautiful,  
Mild tempered, young, and sweet;  
A pair of stunning Oxford ties  
Encase her dainty feet.

Her nose is slightly retrousse,  
A dimple dents her chin;  
Her eyes are limpid, magic pools  
Where hearts keep falling in.

Surrounded by a loving throng,  
In splendor she abides;

And on the lovely boulevard  
A Columbia wheel she rides.

(With apologies to Tontoone.)

Next to Columbias—Hartfords at \$80.

#### The Bloomer Question.

Now that Mrs. Bloomer has passed beyond, if any one supposes the bloomer costume for women cyclers is without support, he will have but to see the Pope Mfg. Co.'s endorsement of it in the way of a 19-pound ladies' wheel, fitted with 26-inch wheels and a diamond frame, one of the Columbia line for '95. On a mount so perfect no woman need think that her costume receives scrutiny.

Sold at once—Columbias at \$100.

#### Colorado's Balmy Climate.

COLORADO SPRINGS, COLO., Jan. 14.—The Wheel Club held its annual meeting this week and elected the following officers for the ensuing year: President, Charles Wilmott Dawson; vice-president, A. D. Bickford; secretary-treasurer, A. C. Van Cott; captain, L. A. Pease; board of directors, Dawson, Bickford, Van Cott, with O. L. Godfrey and A. S. Blake; L. A. W. representative, A. C. Van Cott.

Only a short time ago did our "swell set" begin to find out what a great amount of fun they were missing by not riding bicycles. Within the last

few months over a score of them have purchased wheels. The interest daily grows until it seems as though everybody rides. Is it any wonder? We combine winter and summer in this ideal place—our skies are clear our roads hard and if we would go skating we ride to the lake on our wheels and play "shinney" in our shirt-sleeves. If we have to put aside our machines for a total of fifteen days in one winter, on account of bad weather, we grumble like the spoiled children that we are, and call it a gross imposition on the part of the weather bureau.

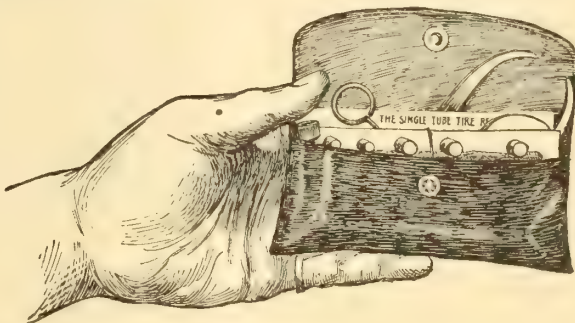
Wally Sanger has forsaken the pompadour style of wearing his hair, and now parts it in the center. He will appear at the New York show in a dress suit and white kid gloves, when the dear girls of Gotham will have the first chance of their lives to become acquainted with this Apollo of cycling.

A great many of the exhibitors who went from Chicago to New York went over the Pennsylvania road. This road is the only one that carries bicycles free. The others charge excess baggage rates, so that it cost \$2.40 to take a bicycle to New York.

A convention for the betterment of California roads will meet in Sacramento on February 27. The wheelmen of the state will be well represented.

"A rider gets home on Single-Tube Tires."

## Contains Everything Needed



to  
Mend

## Single-Tube Tires

### The Easiest Tires to Repair.

Our Single-Tube Tires are simplicity itself. And the method of repairing any puncture or leak that may occur is correspondingly simple. **IT TAKES BUT AN INSTANT.**

In the above little case, which measures but 2 1-2 x 5 inches and weighs only 4 ounces, is contained everything needed to make permanent repairs to any Single-Tube Tire, with complete directions for use.

Ask your dealer for the

### HARTFORD SINGLE-TUBE TIRE REPAIR KIT.

PRICE, 50 CENTS.

Single-Tube Tires, as we make them, are everywhere gaining in favor. They are speedy, durable, safe, and comfortable. See that your new wheel is equipped with Hartford Single-Tubes. You can have them if you insist.

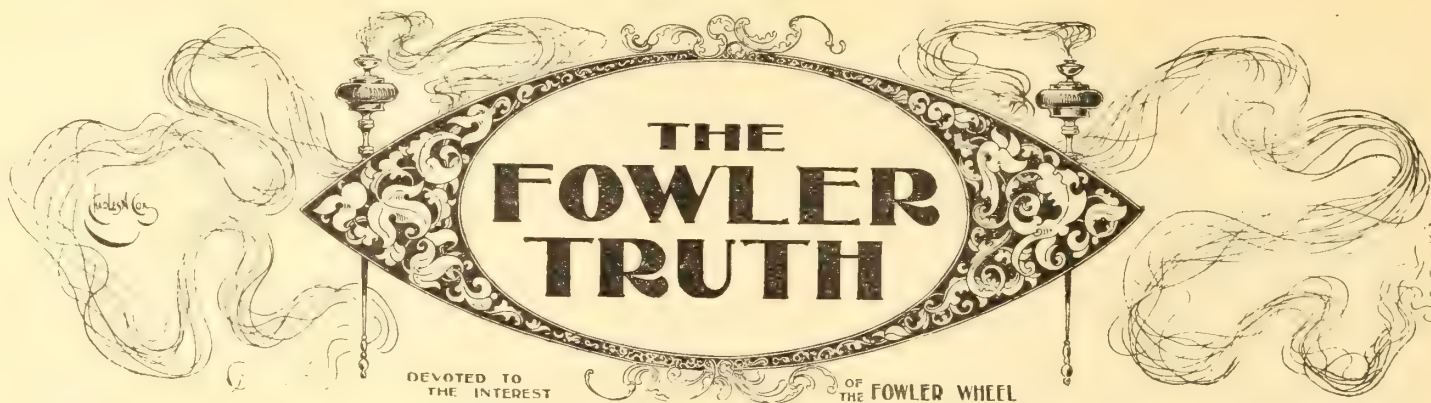
## HARTFORD RUBBER WORKS CO.,

ROGER B. McMULLEN & CO.,  
General Selling Agents,  
139 LAKE ST., CHICAGO,  
309 BROADWAY, N. Y.

HARTFORD,

CONN.





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**THE HILL CYCLE MFG. CO.**

**MAKERS OF "FOWLER" BICYCLES.**

OFFICE AND FACTORY,

**142-148 W. Washington St., Chicago.**

**OUR MOTTO:**

**"NEW STRAIGHT TO THE LINE. LET THE CHIPS FALL  
WHERE THEY WILL."**

**COPY OF FOWLER HONEST CATALOG ON APPLICATION.**

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.  
Direct all communications to The Hill Cycle Mfg. Co.,  
42-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

## A REMARKABLE THING.

**The Entire Output of Our Company Dis-  
posed of With ut the Aid of a  
Traveling Representative.**

When the doors of Madison Square Garden close on the first exhibit under the auspices of the Cycle Board of Trade, January 26, the Hill Cycle Mfg. Co. will have received enough orders for Fowler bicycles to run its factory to its fullest capacity without the aid of a single traveling representative on the road, with the exception of eight actual days traveling (five by its secretary and manager and three by an employe).

If such success does not speak volumes for The Fowler bicycle what, as a reasonable being, can you say would?

What better recommendation would you ask for a bicycle that claims (and proves by the verdict of actual use) to be equal to the best in the world?

Our success will not turn our heads, nor will we in our prosperity and happiness forget to keep our eyes open for new things; neither will our wits cease to work.

We are not fools—we do not think for a second that we can "prevent a flourishing competition to grow up," or even make the prices on bicycles—yet we can set the pace for genuine hustle "get there and git," and also claim the attention of cycloedom so that they will wonder and exclaim, "What will that company do next?"

We have not gained our position by

blow, freak bicycles, or unbusiness-like methods. We simply had a rattling good thing, and we have pushed it along at such a streak-of-lightning pace that here we are—and here we stay, and the truss frame and good bearings that have stood us in such good stead will enable us to start the sprint for the tape in such a manner that we'll tie the first one in, to say the least.

### ON TO BATTLE.

We go this week to New York to again challenge comparison with the best bicycles in the world.

We have won our fight on the home ground, and go forth to do battle (with the friendly competition) without fear. We buckle on the armor of progress, enterprise, aggressiveness, and success, and do so knowing that every step must be taken with care—every action toned with sense, judgment, and business. We go with a heart full of hope—a heart that knows no such word as "fail"

### WHERE WE STAND.

Had this company not taken a single contract at the Chicago show just passed, we would have been repaid twice over for the time spent and the money expended for our expensive display, from the fact that the Chicago people present regarded the Fowler as the '95 Chicago wheel; and if we do not follow up our opening and sell more Fowlers in Chicago and Cook County in '95 than any other high-grade wheel, it's our own fault. Do we usually fail to push a good thing along?

### WE THANK THEM.

The managers of the Chicago show deserve great credit for giving the greatest cycle show on record. Our business was phenomenal (see article headed "A Remarkable Thing").

We exceeded our highest expectations from every point. Before the opening we criticised them in saying they hadn't boomed the show locally—the crowds belied our assertion—we publicly apologize. We have applied for double our spaces in '96 (four spaces).

Now for New York; we will be satisfied with one-half the result.

### A CHALLENGE.

The universal comment of the Chicago Cycle Show was that The Fowler bicycle is the "most highly-finished bicycle in the world." We accept the verdict, and shall be ever ready to defend the title of "Makers of the most highly-finished bicycle in the world."

We are going to the New York Cycle Show to defend the title, and hereby challenge any maker of bicycles in the world to show a line of wheels finished in every detail better than The Fowler.

Let the public be the judge.

Ask the agents who attended the Chicago show to state what, in their opinion, was the most highly-finished bicycle there, and the result will be at least seven out of a possible ten for The Fowler (at least thirty-five (35) different makes represented).

The six copies of the DAILY FOWLER TRUTH can be had by sending 15 cents in stamps to

Editor FOWLER TRUTH,

142-148 W. Washington St., CHICAGO.



BUILT ESPECIALLY FOR  
SMUGGLERS USE

One of the cartoons used in the Daily Fowler Truth.



# TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

## CHICAGO SHOW OVER.

It Was a Gigantic Success From the Start—Every Exhibitor Satisfied—Large Business Done by All.

"Come, now, get a move on yez," said the fat Irish policeman who had been on duty at the door for six long days, as he drove the last straggler from the battery last Saturday evening. This last official act of "one of the finest" was the closing of the most successful cycle show ever held in this, or any other, country. It had been a trying week for Officer Flaherty and



New York Tire Co.'s booth.

his usual good nature had long since vanished. He had to repeat his order several times before he could close the doors of the huge building, and as he walked into the police station next door and reported to Sergeant Codmore, he heaved a sigh of relief and confided to the veteran that he hoped that it would be a long time before he had to attend to a cycle show crowd again. The policeman was not the only person who was tired and glad that the show was over. Every one of the exhibitors and their attendants were ready to drop with fatigue long before the band played "Home, Sweet Home."

The immense attendance at the show was a surprise not only to the management, but to everyone else. The easterners were perhaps the most astonished. They had thought that there would be a fair crowd, but when they saw the mobs that filled the halls at all hours of the day and night they changed their little song and were willing to admit that Chicago had a fairly creditable show. Without counting the agents (and there must have been at least 2,000 in attendance), the paid admissions for the week footed up to over 15,000. Even on Saturday night, when a terrible snow storm was raging, the people came to the show and there must have been at least 3,000 present on that evening. Club nights were a success, every prominent club in town sending large delegations. Perhaps the Illinois Club had the largest number, 350 tickets being sold among its members. Then Gormully & Jeffery bought tickets for their employes, as did the Western Wheel Works. The employes all took advantage of the kindness of their employers and turned out in full force. The interest they showed in examining the different exhibits

### Speaks Highly for American Mechanics,

and there is not the slightest doubt but what the show did them a world of good and furnished them much food for thought.

There was not the slightest hitch during the week. Everything went off as smoothly as a church wedding, and there was but one or two little incidents to mar the proceedings. On Friday there were two incipient fires that for a time threatened to be dangerous. One of them was at Rouse, Hazard & Co.'s exhibit, where the bunting hanging from the gallery caught on fire from the photographer's flash light. A vigorous application of a broom soon put the blaze out, however, but for a time it looked rather appalling. The other fire was on the stage, but it never assumed dangerous proportions.

While no very large deals were reported during the week, yet every exhibitor claimed to have done more business here than at any other show. E. C. Stearns & Co. are said to have sold 1,000 machines at the show, while H. A. Lozier said that he had made several \$10,000 deals. The Western Wheel Works had more than their hands full. They had twelve salesmen there, and they had all they wanted to do to attend to all of their agents. On Friday night they were so busy writing orders that when it was time to

close the doors they were still busy and had to adjourn to the hotels to finish the day's work. The Marion Cycle Co. sold 375 machines, while the James Cycle Importing Co. sold 400 James and Gladstone wheels to a Detroit concern.

There was one noticeable feature about the wheels on exhibition. Nearly every one of the leading makers had on exhibition a ladies' diamond frame wheel. These were much admired, and judging by the ready sale they met with,

### Bloomers Will be More Than Ever the Rage

this year. Tandems, too, came in for a great deal of attention, and if the "Daisy Bell" machine is not one of the favorite mounts in '95 it will be a great surprise. E. C. Stearns & Co., the Syracuse Cycle Co., Gormully & Jeffery, E. B. Preston & Co., W. H. Wilhelm & Co., the Eagle Bicycle Co., the James Cycle Importing Co., the March-Davis Cycle Co., and the Excelsior Supply Co. had fine specimens of the double machine on exhibition. Stearns had the only triplet shown, while both G. & J. and the Syracuse concern had quadruplets. Great interest was taken in these huge machines by the agents, but there is small chance of very many of them being sold, for the price asked for them is large enough for a newly married couple to start housekeeping on.

There was a tendency on the part of some dealers to cut prices, but there were one or two who took the bait and gave the bargain-looker what he wanted. It is rather hard to keep from price cutting when such a large number of agents get together. The man who is always looking for the best of it will visit one maker and learn his prices. Armed with this knowledge he makes his way to a rival concern and manages to get still lower prices. Of course this has a great tendency to demoralize the trade. There were several manufacturers who spoke about this unfortunate part of the show, but they all agreed that it couldn't be helped. The price cutting was not done on the high-grade machines, but among a few of the makers of the cheaper class of wheels.

Never before did visitors show such a deep interest in a show. They visited all of the stands and listened attentively to the

### Technical Description of the Wheels and Tires,

and examined closely all the details. They all seemed to be well posted, and were able to point out the fine points on this wheel and the defects on that. "This show is certainly a great educator," said H. E. Maslin, of E. C. Stearns & Co. "The people all seem so intelligent and well posted on all of the little details. That is one reason why I favor a cycle show. Even if the makers do not do very much business, the people are being educated in the construction of wheels and tires, and the better educated they become the better it is for the manufacturer."

Last Friday and Saturday a BEARINGS' representative made the rounds of both buildings and interviewed the principal exhibitors on the show. There was not one unfavorable opinion expressed, even the most rabid supporters of the New York show having to agree that Chicago was "some punkins" and that the show had far surpassed their expectations in both attendance and amount of business done. Colonel Pope was very much gratified at the showing made by the western city, while Mr. Lozier could not say too much for the Windy City. Mr. Jeffery, being a Chicagoan, naturally favored Chicago and declared openly that his home city was far ahead of New York. Everyone was satisfied with the management, the only complaints heard being about the size of the building and the smoking that was allowed the first part of the week. Nearly all of the leading man-



Yost Mfg. Co.'s pagoda.

ufacturers have engaged space for next year, or are going to, in the near future. The following people were interviewed by THE BEARINGS' representative with the following result:

H. A. LOZIER, of H. A. Lozier & Co.—The Chicago show is a decided success, for we have done more business here than at any previous show.



We have made several large deals, \$10,000 orders being a common thing with us. Although we will exhibit at New York we think this is *the* show.

H. G. ROUSE, of Rouse, Hazard & Co.—The show is a great success in every sense of the word, and the management has treated us very handsomely. We have already made application for the same space next year. We have done more business here than at any other show, and we recognize the fact that Chicago is, and will be, the place for bicycle shows hereafter. We have had agents call on us from every part of the United States, and as far west as San Francisco and Oregon, and think more agents have attended this show than any other. The only thing I am afraid of is that these shows are going to demoralize the prices, for when a large number of dealers get together there is bound to be price cutting. We are not out here for the big deals and are not looking after the jobbing trade, but have made a large number of big deals with our old agents. There are many dealers going home without buying, for they come here and see so many makes of wheels that they get confused.

L. M. WAINWRIGHT, of the Central Cycle Mfg. Co.—We think the show is a decided success and have done lots of business. Our experience is the same as last year. We believe in no show and will make every effort to do away with it next year. It is an extra expense, which costs us money

should prohibit flash light pictures being taken, and have softer music. One can not hear themselves think with a brass band overhead. There is no question but what we shall exhibit next year.

C. A. BENJAMIN, of the L. C. Smith Tire Co.—I got here only this morning, but I think it is the best show, and I have attended all of them. The buildings are situated very nicely, and we can get to the hotels very conveniently. I have met people from Arizona, and done a fine business. I can safely say that the Chicago show has been the making of the L. C. Smith Tire Co., as far as advertising goes. I have no complaints of the management, and I am perfectly satisfied.

COL. A. A. POPE, of the Pope Mfg. Co.—It seems to me a great success. I supposed it would be a success, for Chicago people have a way of making things successful. We do not exhibit to do business but to educate the people. What a show is for, is to make an impression on the people, and what you want is the "400" of Chicago to come out and get interested, just like we have it in New York, where they come out to the horse show, chrysanthemum show, and bicycle shows. The great object is to get this kind of people to attend. I thought in the beginning that it would be better to have a smaller entrance fee, but I guess your price is satisfactory. What you want to do is to bring the largest number of people here, and of course if the place is full you can not complain.

L. M. RICHARDSON, of the Monarch Cycle Co.—I think it is quite the best show we have had up to date. It has surpassed my expectations in regard to the attendance and business done. Our business has been very satisfactory, and we have no complaint to make. I think there should be shows at New York and Chicago, and we are in favor of two shows—if we have a show at all—one in both cities.

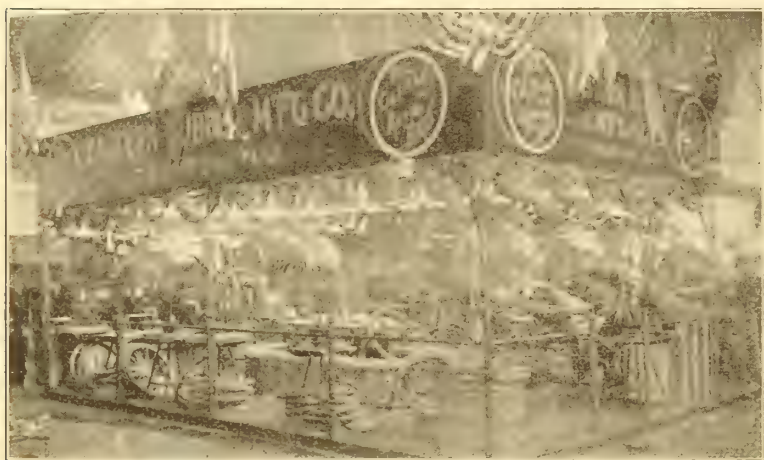
W. D. HAWLEY, of the Syracuse Cycle Co.—As far as the Syracuse company are concerned we think it a great success, and are perfectly satisfied, having done more business than we expected to. We think the management has done everything in its power to make it pleasant, and no one could object to the attendance, which has been very gratifying. We met agents here that we never met before.

R. W. SLUSSER, of E. B. Preston & Co.—I think it is a howling success as far as business is concerned and point of attendance. It is a surprise to me. The living pictures might be improved upon, and I think the management should have abolished smoking the first of the week instead of at the end.

WM. HERRICK, of Morgan & Wright.—I think the show is good. There is more life and vim to it than to any other show I've been to. If we had the Madison Square Garden here we could have accommodated the people better. We have closed a great many deals, but we had them under way, and could have done so anyway. We did not come here to do much business, only to build a fence for people to sit on. We will exhibit next year, but have not engaged space yet.

H. P. ANDRAE, of Julius Andrae & Sons Co.—It is a good place for Hood's Sarsaparilla, for it gives you that tired feeling. It is very much up to my expectations. We have done a fairly good amount of business and met some very nice people. However, we never realized how popular we were until we got here.

T. B. JEFFERY, of Gormully & Jeffery Mfg. Co.—I think it is a great success. We expect to do a good business, but most of our orders have been in before and we did not depend on the show for business. It is more successful than the New York show and a great deal larger. I would like



*Eastern Rubber Co.'s exhibit.*

that we could put into advertising and salaried men that would give us better results. I think there will be a concerted action among the manufacturers against shows next year. The management is very good and they have got the crowds here which has never been seen before at any bicycle show.

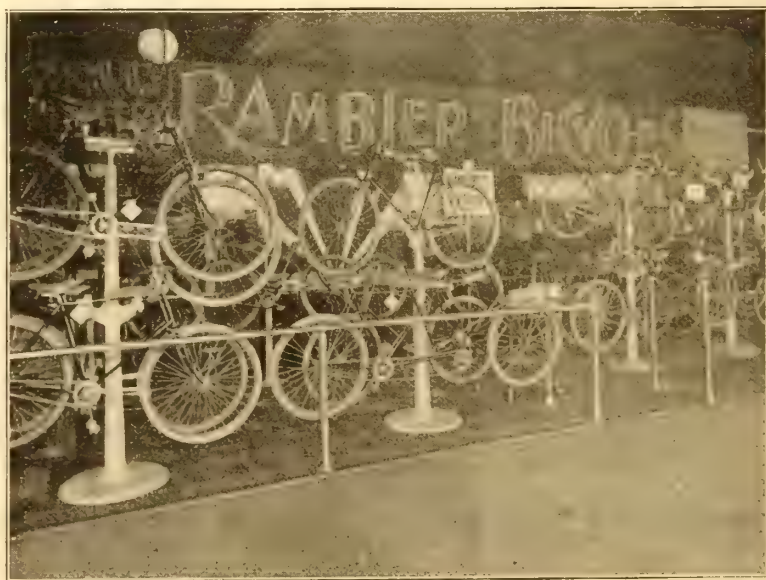
F. F. IDE, of F. F. Ide & Co.—I think the show is a grand success all the way through and every dealer can not help but acknowledge it. We are well satisfied, and comparing our business with January last, we are more than pleased. We have done such a big business that we will not ask any body to buy any more. The management has been entirely satisfactory and we have no fault to find whatever. I want to say that I have put in an application for fully as large a space for next year.

C. G. JONES, of the Kenwood Mfg. Co.—I think the show is a great success and that there has been more business done here than at any other show; and I have been to both the Philadelphia and New York shows. We have been very successful here and have seen all of our agents, as well as quite a number of new agents from all over the United States. So far as the management is concerned, it is all right, but think Chicago ought to have a large building just for this purpose. We have not engaged space for next year, but will just as soon as we can.

J. H. SAGER, of the Sager Mfg. Co.—I am very much pleased with the show and it fully comes up to my expectations. It is the best show we have ever had, and I have attended them all; it is more of a business show than any other I have ever been to. We have met dealers all the way from San Francisco and Arizona. While other shows have always been more of a local nature, this is more of a national show. It is to be regretted that you have not a larger building here in Chicago. I have said all along that the Chicago show would be "the show." Of course there will always be two shows, one in New York and one in Chicago, as they are both large cities, and both will insist on having one.

JOHN MCDOWELL, of the Union Cycle Mfg. Co.—I think it is a grand success. The attendance has been a great surprise to me. I did not know that Chicago could bring forth so many people. We have not been doing a large business in the west, and we closed, previously to coming here, a great number of sales with a great number of agents, but our business here has been satisfactory. We have met a hundred agents here that we have never seen, and only known through correspondence, and the relationship between us has advanced wonderfully. We will be right in it every year if they carry the show on. I have no complaints to make, and everything has been managed very successfully, only I don't think that a lemonade stand should be over there in the back of the building.

C. R. OVERMAN, of the Overman Wheel Co.—I could not give you anything but a very good opinion. The great feature of the show is the business part. We have done more here than at any other show I have ever attended. The only complaints I can make is I think the management



*G. & J.'s booth.*

to see a larger building than this, for this is the place for the show; it would be more successful. The people are more business-like here, and do not go in for so much fun. Agents come here from the far west, east, and south to see the show. Why, I had agents from Texas, Louisiana, and Denver as early as 8 o'clock Monday morning when I did not expect that people



would be in. The Chicago people know how to conduct a show, only if they had a better building, we would be more than satisfied.

J. A. BARNES, of the Eastern Rubber Co.—It is a success far beyond our expectations. I think you have got the show, and did better than New York last year. The management is superior to New York, for we have had every facility here, and can't ask for more. Two shows, one in Chicago and one in New York, should be held. I think the month of December would be better than January. I am perfectly satisfied in every respect, and will ask for the same space next year.

F. H. WHITE, of the New York Tire Co.—It has been a very successful show to me, one of the best I ever attended. I think there has been a great number of out-of-town agents, and I am agreeably surprised at the number of people I have been able to meet here. I favor two shows, which should be held earlier in the season, in December. I was the only one to advocate it last year, and now I find nearly every one wants to have it in December.

HARVEY DU CROS, of the American Dunlop Tire Co.—From a business standpoint it is the most successful the Dunlop Tire Co. have attended. We have done more business at this show than at any other. I think it the best one ever held in America, if it were only in a better building. The only objection is that all the tire people are together, and they find out too much about one another. I favor two shows, and feel that I would not want to exhibit until the first of January.

W. B. OSGOOD, of the Keating Wheel Co.—It is immense. It is like Chicago, and it is out of sight. I can not express myself fully enough in regard to the interest that has been taken here and the magnitude of the business done here. We are mighty well pleased with the way things have gone, and we are putting our names down for '95, and will have it as early as they want it. We must have two shows, and people will attend both. We are getting the "400" of New York, while you have the "4,000" here. The management has been very liberal, which is just like Chicago. I had the privilege of being manager of a branch office for a big manufacturing concern in Chicago a couple of years ago, and my opinion then was as it is now, that Chicago is the center for business, and it is astonishing to see what strides cycling has taken here in the west.

P. W. TILLINGHAST, of the Tillinghast Tire Co.—I think it is a success in every way. It is certainly ahead of everything I ever saw, but I am sorry you have not a larger building. The show here, as well as the attendance, is far ahead of anything we ever had before. We have done more business than we expected. We are an eastern concern and a new house, and we did not expect to do very much business here, only some missionary work, but have taken some very large orders.

J. W. WRIGHT, of the Lodge-Davis Machine Tool Co.—We think it is all right. This is the first show in the bicycle line that we have attended. We did not expect anything, but we have got ourselves acquainted, and a number of new companies have come around to see us. The ultimate results will be secured after a while. We feel repaid, however, for coming here, but do not think we will exhibit in New York.

MR. WATSON, of the Diamond Rubber Co.—I have not enough adjectives to use to express my opinion. So you may do like the man who once wrote a book and did not believe in punctuation. He had a half dozen pages of punctuation marks printed in the back of the book and told his readers to distribute them to suit themselves, as he did not believe in them. So we can do likewise with the adjectives. We are in it and we are going to write you a letter and apply for space for another year. We have done very well and are more than satisfied.

A. F. BLACKWELL, of the New Departure Bell Co.—Our idea in a general way is that it has been a big success, much more so than any show we have ever attended before and we have attended all of them. We have done more business too. One or two shows? I think one in Chicago and one in New York covers the field very nicely and think both should be held earlier. It would give manufacturers a better chance to compare prices.

C. H. METZ, of the Waltham Mfg. Co.—I think this show is an immense success and the attendance is the largest ever seen at a cycle show. We have done more business than at any other show and there are dealers here from all over the country. I think two shows are a necessity because it is impossible to get western dealers as far as New York, and likewise eastern dealers will not come as far west as Chicago. As far as we are concerned we would prefer one show. It is undoubtedly benefiting the bicycle business. I think the building a little small for an undertaking like this.

A. L. GARFORD, of the Garford Mfg. Co.—It is the best show I have been to, and there has been more business done here than at any other show. I am delighted with everything in general and have had good treatment and lots of business. The attendance whenever I have been here has been very large. I am in favor of having the show in the middle of November or December. I believe two shows would be the best, one east and one west. I have no complaints on the management and could not ask any more.

F. A. WINCHELL, of the New York Belting & Packing Co.—I think it

is the most successful ever held. It is very much better than New York last year, and I think there is more good results from it. There have been people here that could never get to New York. The New York show is made up of the public and manufacturers, while the Chicago show has had agents and people interested in cycling. We have had a very successful business. Of course our tire is new, but we have taken some very good orders. The management has been all right. I think it would be better to have one show here and one in New York, but being pretty much of a Chicagoan myself, I think I would like it in Chicago best.

TOM ROE, of the United States Tire Co.—I think it's a great big success. Don't think the New York show can touch it.

R. S. CRAWFORD, of the Crawford Mfg. Co.—It is a big success. It is being run well and will do the trade lots of good. In respect to prices, they are cutting them right along. I would rather have no show at all.

C. E. STONEBREAKER, of W. H. Wilhelm & Co.—We, as eastern manufacturers, think that the attention paid us by Chicago manufacturers and show is, and has been, the best that we have ever desired, and the amount of sales has been far beyond our expectations and anything we have ever thought. The Chicago show is better than the Philadelphia and the New York show of last year, but what it will be this year is hard to say. I think there were more wheels brought on the market here than there will be in New York, and there has been a great many eastern buyers here, too. I think there should be one show and that in a larger building, in fact a building twice this size is what we need.

WALTER PERRETT, of the Royal Cycle Works.—We consider it a success. From all points of view we have done a good business and feel perfectly satisfied. The management has been satisfactory in our estimation. I think this has been more successful than any other show, and I think the show should be held in Chicago hereafter.

J. H. ISHAM, of the Queen City Cycle Co.—It is a great success. I was in New York last year and at Philadelphia the year before, and this is the best. It is a success from a trade point of view, and I think every one has done a great deal of business. I think there has been some price cutting. The management is very satisfactory and have no complaints to make. One show is enough and I would rather have it in Buffalo. I am very much surprised at the attendance.

A. L. BOWMAN, of the Speeder Cycle Co.—We are well pleased, and placed all the orders we can fill during '95. We are satisfied with the management, and have no complaints to make. One show suits us all right.

C. H. PLUMB, of the Excelsior Supply Co.—We have in every way met with perfect success, and could not ask for better treatment. The results were far beyond our expectations. In my opinion the crowd is the largest ever seen in a cycle show. The number of eastern agents here is very small; Indiana, Ohio, and a few other states have sent the most of the representatives.

C. H. FUNNELL, of the Buffalo Cycle Co.—I do not want any more shows, and there should be only one in this country, if any. The shows are demoralizing the prices. But this is the best show I have ever attended. What the New York

show will be in the future I can not say. There is one advantage only in shows, and that is dealers are becoming interested in the shows. I think it likely that there will be more agents here than in New York. The management has been very nice to us so far.

L. E. HOFFMAN, of the Hoffman Bicycle Co.—The Chicago show is a big thing and is up to my expectations. We have done more business than we expected to do. This is our second year in business and last year we did not exhibit at any show. There should be one show and that in New York. Our line of wheels would sell much better in the east than in the west for we make nothing but light wheels. The management is satisfactory. They have done what they agreed to, only I think we did not get enough space.

F. J. HINKSTON, of the Cortland Wagon Co.—I think Chicago show is certainly ahead of anything we have ever had in New York. I am very well pleased with the business done here. The management is very complete in every detail.

THOS. HAY, of Hay & Willits.—The show is all right. It is a fine show and we have done a very good business, more than we did in New York a year ago. There should be only one show and that should be in Chicago, but in a larger and better building. The business and attendance has been very good. We have done a nice business, for people come here with the idea of doing business with some one. There are a good many competitors here, but we think we have held our own. The attendance is much larger than in New York last year.

A. F. SHAPLEIGH, JR., of the A. F. Shapleigh Hardware Co.—It is the very first show I have ever attended, and I am consequently not a good judge. It far surpasses my expectations in size, quality and attendance. We have done a fair business, more than we expected, and we did not expect very much. We have made some little progress, I suppose. There ought to be two shows, one in the east and one in the west. Yes, I have





found some price cutting, but I think it will all quiet down after the show. The management is first class and have no complaints to make. I think though, that it would be well when ladies are in attendance to prohibit smoking.

T. T. CARTWRIGHT, of the Warwick Cycle Co.—I think the Chicago show is the biggest thing that has ever been held in the shape of a cycle show up to date. Also the great number of agents in attendance is surprising. I was much surprised at the amount of expense that was put into the exhibits. I think there should be no show, for the simple reason that it ties up traveling men. Now, there are two shows coming off in three weeks. By the time the traveling men get through with the New York show there will be nothing left of them. One show, and that should be in the center of the country, is what I favor. The management is very good indeed, and I have no criticisms.

J. A. WINDSOR, of the National Sewing Machine Co.—We think it is

success from the standpoint of the manufacturer and we are very well pleased, for we have done more business than we expected. We have been put in touch with new trade which we can not reach through traveling men. My idea of the show question is that one show is enough. I would favor alternating it, however, from one city to another, having it in New York one year, Cincinnati another, etc. The management has been excellent.

L. W. CONKLING, of the St. Louis Refrigerator & Wooden Gutter Co.—The show is a howling success. It is a business show throughout, and every thing is all right. The management is good, except in one or two little things. As a cycle show and a business show it is a first-class success. Comparing this with previous shows, I think that this is the best I have ever been to. The attendance is very good, and it is surprising to see so many here. I would suggest, however, that the show be held as early as December.

E. C. POTTER, of Geo. N. Pierce & Co.—We think it is a big success, and we are very well pleased and satisfied with the business we have done. I have closed some very nice orders which makes us pretty sure that the Chicago show is more of a business show than any previous one. I think the number of agents here are fully up to the New York show of last year. We wish to thank the management for what they have done, for they have done all they possibly could to make it a success.

J. H. BRIDGER, of the James Cycle Importing Co.—I think it is a grand success. The only thing lacking is the building, but the exhibits are all very good. Get us another building and have it ready for us next year. The show, from a business standpoint, exceeds my expectations, as I did not expect any trade. I have done good business, and the attendance is more than I expected to see. There ought to be two shows. New York people will not go to Chicago, and Chicago is for the western trade.

C. H. SCHUB, of Warman & Schub.—I think it is a great success. I had high expectations, but it is up to them. I was looking for a great deal and am not disappointed in the least. I did not expect to do very much business. I am in favor of one show, and that in Chicago, and early in December.

J. C. STATE, of Ames & Frost.—It is the finest show ever held. It beats the New York show of last year, and I think it will this year. We have done a good business, and have no complaints on the management. The show question? It would be hard for me to say. Every one of the buyers wait for the show. Of course, when a good many people get together there is a tendency to cut prices. We have had no trouble in getting our prices, though.

J. GEORGE ZIEGLER, of the Relay Mfg. Co.—We think it is quite a success. We are well satisfied and are doing a very fine business. We were never here before, but it will help us for western customers. I am in favor of two shows, one in New York, and one in Chicago. We are surprised at the attendance, and will exhibit here next year.

J. D. ALSOP, of the Two-Speed Bicycle Co.—It is a surprise to me and everybody to see so many good wheels. We have done no business so far, but it will possibly result in business later on. I think Chicago is the best



*National Cycle Mfg. Co.'s stand.*

excellent as far as exhibits go. As far as benefit to the manufacturers is concerned, we do not think it is a howling success. Chicago shows of any kind are always ahead of the New York and Philadelphia shows and so is this. The business done does not come up to our expectation, but I have no doubt that we will be benefited in some way, having already made a number of good contracts. The ventilation of the building is bad. The building and management are all right, but we are rather crowded. We shall undoubtedly make an exhibit next year.

W. D. BENNETT, of the Grand Rapids Cycle Co.—The Chicago show has been the most decided success from all points of view. It has been a very satisfactory show in the way of business for us. A great many dealers come here that would not go to New York, and I think it is an education to them. I think one show is enough. I would much prefer to have that in Chicago. The only drawback is the building, but Chicago is the place by all means.

E. S. DIKEMAN, of the Eagle Bicycle Mfg. Co.—Cycle shows cost the manufacturers half a million dollars. I understand that every one is cutting prices and there is no profit in that. I can not speak from experience but only from hearsay. This shows it is better managed than the New York show. The attendance is fine and a great many agents have been there.

C. E. WEAVER, of the Boston Woven Hose Co.—I like the show very much indeed. There is only one thing I do not like about it and that is the way the two buildings are divided. Otherwise I like it very much. I am practically in favor of one show and that in Chicago. I have traveled a good deal through the central states and in the west, and wherever I have gone and inquired, if there were only two dealers in the town, they have all said they would come to the show. I think the result will be better than any show of the past. I am well satisfied with the business done.

J. D. LASLEY, of the March-Davis Co.—I have attended all of the cycle exhibits, but must say this is a hot show. It is so hot that it could not be mentioned in the same category with the other shows. We have done more business than we expected to and we have got a swelled head from it. I think there should be one show, but that the location should be changed yearly, going to Buffalo in '96. I would like to see them come to Chicago every three years.

LEW HALLADAY, of the Marion Cycle Co.—It is the greatest show that was ever held. There is no question but that it knocks the spots off of the New York show. We have sold 375 machines up to date and we are satisfied. Before I came to this one I always thought that shows were all right, but I think differently now. I think it is demoralizing to the prices. There is more price cutting than last year and it has a tendency to demoralize the trade.

A. E. BENJAMIN, of the Rochester Cycle Mfg. Co.—We think it is a



*Where Fowlers and Unions were shown.*

place for a show and the present the best time. The management has been excellent and every thing has gone off smoothly.

E. C. PATTERSON, of the Fenton Metallic Mfg. Co.—I think it is the greatest show on record. New York can not touch it. Last year's did not and this year New York will not be in it as usual. There are more dealers here, and we have done more business than we did in New York. I think the New York show is a big success as far as box office receipts go, but they have every thing in their favor. I would prefer two shows, one in Chicago and one in New York. The management is very liberal with us, and has



been more than we could expect. We got in here last Monday and we have been treated very well. There has not been a hitch anywhere. What is being done is business, and that is what people are here for.

D. W. CASWELL, of A. Featherstone & Co.—My opinion is that it is a grand success from all points of view. We have sold as many goods as we could reasonably expect, and we did not expect to sell a big lot of goods. We sell to jobbers, and it is very early for jobbers' trade. I think there should be a Chicago and a New York show; that is my personal opinion. I know there are a great many who will go to New York who will not come here. As I am well acquainted with both east and west, I think it would be the thing to have a show in both places. No, I have not heard of any price cutting. I have not discovered anything of that sort.

W. S. DANIELS, of the Plymouth Cycle Mfg. Co.—We have done twice the business we have ever done at any previous show and think Chicago

is better than it is in eastern cities and I personally am perfectly satisfied and proud to think I am here.

W. A. SHEPARD, JR., of the Remington Arms Co.—From a business point of view, we find that it is the most successful of any that we ever attended. An unusual number of agents from all parts of the country are here, which has not been the case with previous shows. The attendance is probably the largest we have ever witnessed. If Chicago had a larger building we would have had a much larger crowd. The afternoon crowds are much larger than have attended any previous show.

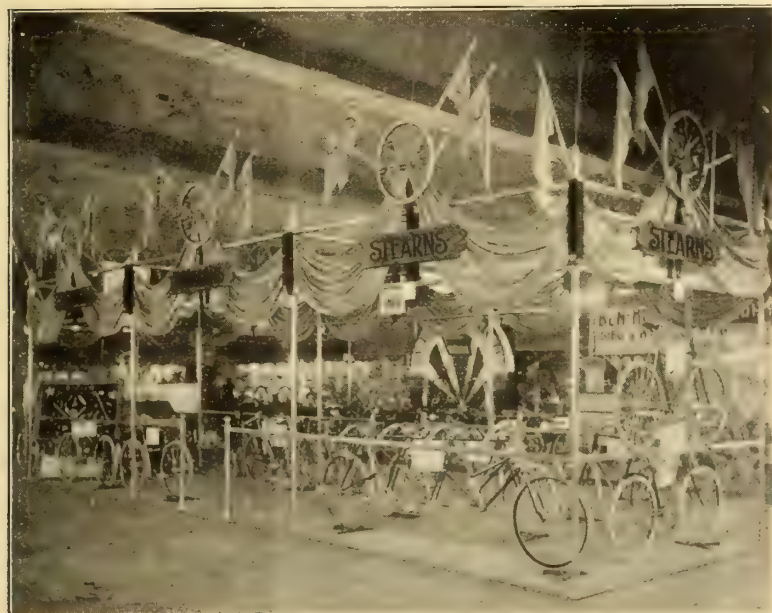
C. F. SMITH, of the Indiana Bicycle Co.—I think the show is a big success and far ahead of anything else and New York will have to get a hustle on itself. New York never had any such crowds of either agents or visitors. If we have shows at all I think we should have two shows. I am in favor of abandoning the show business.

H. E. MASLIN, of E. C. Stearns & Co.—My opinion of the show is that it is a pronounced success and I am simply delighted. I think New York will have to hustle to beat it. We have so far done more business than at any other show and we are very well satisfied indeed, and we feel that the exhibitors ought to tender a vote of thanks to the management, who so ably conducted this show. Whether a vote is taken or not I wish to express our congratulations for E. C. Stearns & Co. I can not say too much for it. Are we in favor of one or two shows? If a show ought to be held, I think there should be some center and think one show would be better than two. However, I do not think it will be practical to do so and so two shows will have to be held. I am inclined to think if but one were to be held, I would be in favor of Chicago as a location. One thing about shows is that it educates the dealers. They come here in large numbers and learn all the best points of a wheel. Yes, the show is a great educator.

D. J. CANARY, of A. G. Spalding & Bros.—I can simply say what everybody else says: "It is a gigantic success." In points of attendance it surpasses anything I have ever seen. I think more business has been done here than will be done at New York or any other show. Are we in favor of one or two shows? If any, the latter and if we are going to have a show there must be two shows. The Chicago show is more of a cycle show than New York, as New York is mostly a local show. We have had agents from California and all over the west give us contracts.

MR. FINKENSTAEDT, of the National Cycle Co.—We had our expectations of the Chicago show pretty well up, but we are surprised in every way at its success. It shows what careful advertising can do, for it is bound to call the attention of all newspapers to the value of newspaper work. We can not compare it with any other show, for this is the first one we have been represented at. We will only say that our application is in for space for '95 and '96. We must have a western show if any show is held in the United States, as the west demands it.

FRANK T. FOWLER, of the Hill Cycle Co.—Had we derived no benefit outside of the attention drawn to the Fowler wheel from people of Chicago and immediate vicinity we would have been amply repaid for the display we have made. We have done more business at this show than we did at both previous ones we attended. The management is to be highly commended in everything they have undertaken. As for out-of-town business, we have more than reached our expectations, and we are the kind that always expect a good deal. We are so well satisfied with the present show



*E. C. Stearns & Co.'s pavilion.*

the only city for such an exhibition. From a business standpoint it is far beyond expectation. We have been perfectly successful in every way. We think there should be one show and that one in Chicago.

A. G. SPALDING, of A. G. Spalding & Bros.—The show is a first-rate one, but I don't know what business we have done. I think two shows are perfectly proper. Chicago is a metropolis and so is New York, and I don't think the shows conflict. I think the time set for the show is about right. I guess the management is all right. They have worked pretty well for new beginners. The people in New York give a better show, but have a much better building and in consequence we need not be ashamed of our Chicago show.

W. C. BREWER, of the Yost Mfg. Co.—My experience with the Chicago cycle show, is that it is a decided success from a manufacturers' and newspaper standpoint alike. There has been a larger attendance of legitimate dealers throughout the country, from the east, south, and west, of any show that has been held previously. As far as the management is concerned, I have no complaint to make. If prices have been cut, we know nothing of it.

L. B. GAYLOR, of the Black Mfg. Co.—We have been very well satisfied with the show, and I think it is fully equal with any other show held. I have done very well in the way of business, but you need a better and larger building. We have engaged space for next year. The attendance is fully up to my expectations.

JOHN F. PALMER, of the Palmer Tire Co.—I think the show is far ahead of any other show, as far as my observation goes. There appears to be more agents at this place than at any show ever held in the United States. There has also been greater interest taken, not only in bicycles, but especially in tires. There appears to be a desire to look into the merits of each and every wheel, and the people have shown a desire to find out what was the best. From our own experience, they are determined to have the best, especially in tires.

H. E. RAYMOND, of the Sterling Cycle works.—My opinion is that it is the best show so far. We have been working hard, and our business has been very good. It is just a matter of a proper building, or it would be just as large as the New York show. The attendance is surprisingly large and tremendous.

L. D. MUNGER, of the Munger Cycle Co.—This is my idea of the show: It is the only show I have ever been to that has been business right straight through, and I presume likely that one of the reasons is that Birdie Munger is married and attending to business. Everybody is busy and everyone I have seen is satisfied, more than satisfied. Chicago is the place for a cycle show hereafter. I appreciate trade all over Chicago as much as anybody, but I consider the center of the country as a place for a national convention, and this is a national cycle show. The convenience of getting here



*Where Chairman Raymond held forth.*

and believe the management is so capable of bringing together the people, we want to meet, that we have applied for space in '96, and can only say for the New York show that if it will repay us one half as well as the Chicago show we shall be very well pleased.

E. J. DAY, Western Wheel Works.—There is no comparison with New York at all. The business portion of the show is satisfactory, and we are more than satisfied. We do not place our business as some other firms do, but we were kept so busy that we have had no rest. There should be two shows, and earlier in the fall—November or December. The only drawback is the building. The show, as far as I can see, is a success. We were



**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**75**

# WORLD'S RECORDS.

**ALL ON MORGAN & WRIGHT TIRES.**

J. S. Johnson on a Stearns fitted with M. & W. Tires.

1—1-4 mile flying start	:23
2—1-3 mile	:32 2-5
3—1-2 mile	:51 2-5
4—2-3 mile	1:11 4-5
5—3-4 mile	1:21
6—1 mile	1:47 3-5
7—1 1-4 miles	2:25 2-5
8—1 1-3 miles	2:34 4-5
9—1 1-2 miles	2:53 4-5
10—1 2-3 miles	3:13 2-5
11—1 3-4 miles	3:23 2-5
12—2 miles	3:54 2-5
13—1-3 mile standing start	:39
14—1-2 mile	:55 1-5
15—2-3 mile	1:16 1-5
16—3-4 mile	1:24 1-5
17—1 mile	1:52 1-5
18—2 miles	4:01
19—2 1-2 miles	5:09 1-2
20—3 miles	6:09
21—3 1-2 miles	7:11 2-5
22—4 miles	8:15 2-5
23—4 1-2 miles	9:19 2-5
24—5 miles	10:22 3-5
25—1-4 mile straightaway	:21 2-5
26—1-2 mile	:46 4-5
27—3-4 mile	1:11 4-5
28—1-4 mile unpaced	:27 4-5
29—1-2 mile	:55 3-5
30—3-4 mile	1:26 2-5

H. C. Tyler on a Union fitted with M. & W. Tires.

31—1 1-4 miles standing start	2:30 1-5
32—1 1-3 miles	2:40 3-5
33—1 1-2 miles	3:00 2-5
34—1 2-3 miles	3:22 1-5
35—1 3-4 miles	3:32 2-5
36—1-2 mile flying start unpaced	:54 1-5
37—3-4 mile	1:32 2-5
38—1 mile four lap track	2:03 1-5

A. Gardiner on a Thistle fitted with M. & W. Tires.

39—1-3 mile flying start unpaced	:38
C. S. Erswell on a Stearns fitted with M. & W. Tires.	
40—1 mile standing start straightaway unpaced	2:04 2-5
P. Vonboeckman on a Dorsett fitted with M. & W. Tires.	
41—1-3 mile straightaway unpaced	:36 2-5
H. Davidson on a Brantford fitted with M. & W. Tires.	
42—1-4 mile flying start "A"	:24 4-5

43—1-2 mile "A"	:52 4-5
44—1-4 mile standing start	:30
45—1-3 mile	:40
46—1-2 mile	:58
47—1-4 mile flying start unpaced	:28 1-5

Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

48—1 1-4 miles flying start "A"	2:36
49—1 1-3 miles	2:45 2-5
50—1 1-2 miles	3:05 2-5
51—1 2-3 miles	3:26 2-5
52—1 3-4 miles	3:36 4-5
53—2 miles	4:07 2-5

E. E. Anderson on a Stearns fitted with M. & W. Tires.

54—1-4 mile flying start unpaced "A"	:26 4-5
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Gardner and Bainbridge on a Union Tandem fitted with M. & W. Tires.

55—3 4 mile flying start	1:23 1-5
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O'Connor and Rhodes on a Stearns Tandem fitted with M. & W. Tires.

56—1-2 mile flying start unpaced	:55
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Callahan, Murphy, and Kennedy on a Stearns Triplet fitted with M. & W. Tires.

57—1-4 mile flying start	:23
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Kennedy, Murphy, and Saunders on a Stearns Triplet fitted with M. & W. Tires.

58—1-4 mile standing start	:30 1-5
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59—1-3 mile	:40
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60—1-2 mile	1:00
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61—2-3 mile	1:20 1-5
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62—3-4 mile	1:31
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63—1 mile	2:01 4-5
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Callahan, O'Connor, Seavey, and Rhodes on a Stearns quadruplet fitted with M. & W. Tires.

64—1-4 mile flying start	:23
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Kennedy, O'Connor, Seavey, and Rhodes on a Stearns Quadruplet fitted with M. & W. Tires.

65—1-4 mile standing start unpaced	:26 1-5
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66—1-3 mile	:35
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67—1-2 mile	:55 2-5
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68—2-3 mile	1:15
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69—3-4 mile	1 23 3-4
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70—1 mile	1 54
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W. DeCardy on a Syracuse fitted with M. & W. Tires, on the road.

71—10 miles standing start	24 13 1-2
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72—15 miles	37 38
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73—20 miles	50 38
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74—25 miles	1 03 52 1-2
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Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

75—15 miles competition	41 25 1-2
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**MORGAN & WRIGHT,**  
**CHICAGO.**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**



writing orders until the lights were put out last night, and they put us out. If we do as well in New York we will be delighted.

F. W. ENSWORTH, of the Ellwood Tubing and Shafting Co.—My opinion is that it is a bicycle show and a business show. I think I have been at every cycle show that has been held in America, but I never saw anything like it before. We have done all the business we want and could not have done any more.

L. B. CHAPMAN, of the Columbus Bicycle Co.—The show is all right. The attendance looks as if there would be more people here than in New York, and all you want now is a larger building. The management is all right, of course there are one or two minor things that could have been improved upon.

"SENATOR" W. J. MORGAN, of the *American Wheelman*.—I tell you that from an attendance point of view, it is the best show I have ever attended. Business is very good, and I should judge some very good sales have been made. For another year, I trust you will have a better building and better ventilation. The management is all right, although it is the first time they had a show of this kind. The building is not as fine as the Madison Square Garden, but the exhibits are finer and the class of people compare very favorably with those of New York. But we think New York will be a finer show.

W. A. NEFF, of the Peerless Mfg. Co.—It is a success in every particular, and agents are very well pleased with it. So far as we are concerned, we have made more sales here than we have made at any other show, and we are very well satisfied. I think the management very well indeed. It is a matter of regret it is not in a better building, but it has been very comfortable. I can not compare the show with the one to be held in New York, but I think there will be a great many buyers generally there, but not as much business done as here. This show will beat New York from a business point of view.



Exhibit of the Diamond Rubber Co.

A. A. TAYLOR, of the Eclipse Bicycle Co.—I think it eclipses anything we have ever had before, and we are very well satisfied. There is hardly any comparison between this and previous shows. This exhibition has been strictly business, more than we can say of any previous show. In the matter of two shows I think that if we are going to have a show there must be one in the east and one in the west. I have met agents here that I have not seen for four or five years. We are just smiling all over, and that is something we could not say of any other show.

J. H. MCKEE, of McKee & Harrington.—It has been a satisfactory business in every way, and we have no comments to make except favorable ones. We are very well satisfied with the show. We have done more business than at any other place. I will say a special word of commendation of the management; they have been attentive and prompt in their duties, and we have no complaints to make whatever.

M. E. MEADER, of the Ariel Cycle Co.—The Chicago show is the best show I have seen, I will say that, and I have seen all of them. But the show is no good for manufacturers. My reason for that is this: They get in here and go to cutting prices, selling goods at what it costs them. Some jobbers are selling goods at a profit of \$1 per wheel. I know that to be a fact. For another show in Chicago the management ought to build the booths

and not allow any signs eighteen inches above the specified height. However, I have had a good trade here and can not complain.

W. A. HANCE, of the Stover Bicycle Co.—My opinion is that the Chicago show is ahead of anything ever held. If we had a building like Madison Square Garden, that would settle the matter forever. The management is very good and I have been treated handsomely. Of course I could not find some of my railing, but they hustled around and got them for me. We are satisfied with one show and that in Chicago. The New York show does not amount to anything to us. I am in favor of the show being in Chicago, as we have agents in San Francisco and in the west who will come to Chicago, but will not go to New York.

### PICKED UP AT THE SHOW.

W. Montague Perrett, the well-known representative of the American Dunlop Tire Co., was stricken with an attack of pneumonia last Saturday night.

Zimmerman attracted considerable attention. He was a very busy man, most of the time talking business for the Zimmerman Mfg. Co., but found time to greet all of his old-time friends.

Fred Titus and W. C. Sanger were scared when A. G. Spalding told them they would have to wear full-dress suits at the New York show. Neither of the pair had ever worn these fashionable garments, and they didn't want to. Sanger declared that he wouldn't buy a suit, and made Titus promise to show him where to rent a suit in New York. Realizing that Chicago tailors knew how to make clothes better than those in New York, Titus had his suit made by a Chicago tailor.

Titus and Cabanne purchased two of the Syracuse tandems, fitted with four-inch tires, from the Shapleigh Hardware Co.

The antics of the Monarch "coons" caused a great deal of laughter. The Monarch had playing cards with advertisements on the front. Taking a pack of them, one of the "nigs" stood in the aisles and shouted: "Come, gentlemen, and make your choice. The ace of diamonds wins a Monarch bicycle. Remember, it doesn't cost you anything." The colored boy was always surrounded by a crowd, all anxious to try to find the ace of diamonds. Needless to remark, that card was not in the deck.

It was announced at the show that the Pope Mfg. Co. would open a branch in San Francisco with H. C. Johnson, their former Ohio traveling man, in charge.

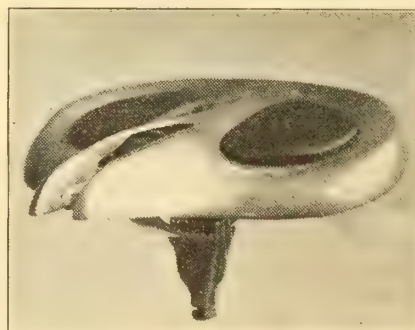
Manager Atkins was authority for the statement that G. & J. will not have a racing team this year.

Warman & Schub are hot on the trail of H. E. Laurie, the English racing man, who is said to have decamped with some of their fund. They handed out circulars at the show with Laurie's description and picture, offering \$50 reward for information concerning his whereabouts.

Mistakes will happen in the best regulated families. In last week's report of the show we said that Mr. Whippet represented the New York Belting & Packing Co. As that is the name of a tire made by the company, Mr. Winchell naturally feels a little put out. Mr. Winchell, we apologize. Another. Through a typographical error the I. S. valve of the Mechanical Rubber Co. was said to have an automatic chain instead of automatic check.

### THE CHRISTY SADDLE.

The Derby Cycle Co., of Chicago, are marketing the Christy pneumatic



saddle. The saddle is light, weighing one pound, and is made of a thin aluminum plate, anatomically moulded with rubber cushions. It is claimed by Mr. Christy that this saddle will do away with the objections of many physicians to cycling. Some persons who have always ridden a regular saddle experience a slight sensation of strangeness upon first mounting this one, but this soon entirely disappears, and the rider finds he can ride as long as he likes without subsequent

discomfort. And, lastly, lady riders who wear skirts will find that there is no troublesome horn in the way to interfere with mounting, or to render their garments either unsightly or uncomfortable.

### MAC DONALD BUYS RALEIGHS.

NEW YORK, Jan. 16.—George S. MacDonald bought the entire stock of bicycles of the American Cycle Trading Co. today and will open a jobbing store February 1, near Warren Street. The dicker for the plant by the Zimmerman Mfg. Co. is still hanging fire.

Welton H. Flinn, of Detroit, will represent the L. C. Smith Tire Co. in the west.



# Cockadoodledoo



Listen to our Tale of Crow.

## AT CHICAGO

We made a great "hit." Our Crimson Rim line won the crowd and we are happy, so are our agents.

One lucky agent, who secured control of our line for a large town in **Illinois**, clapped his hands and yelled with joy. He said he was going home and rest contented.

## SO HE MAY, IT'S IN THE WHEEL.

Keep your eye on the Crimson Rims and keep your eye on the agents who handle **Syracuse** wheels. They will prosper.

Dirnberger is growing fat--reflection from the Crimson Rims--  
Watch the Sunshine glisten.

Manufacturers,

**SYRACUSE CYCLE CO.,**

Syracuse, N. Y.



Southwestern Agents,

**A. F. Shapleigh Hdw. Co.,**

ST. LOUIS, MO.



## PHILADELPHIA TRADE.

PHILADELPHIA, PA., Jan. 12.—With the near approach of spring and the busy season of the year the local dealers are beginning to show some activity. Models of nearly every make of wheel represented here are now being shown, and the decided improvements in construction and weight are meeting with hearty approval from prospective buyers, of whom there seems to be an unusually large number for this time of year. THE BEARINGS' representative paid a visit to all the prominent houses last week, and from personal observations can truthfully state that never in the history of cycling has the outlook been better than it is at present.

Garden & Brewster, who took formal possession of the Overman Wheel Co.'s branch on January 1, are receiving large orders for Victors daily. The models of this make have been on exhibition for about three weeks, and are attracting much attention. The models of the Crescent, which this firm will also represent here, have not been received yet, but are expected in a week or so. Mr. Brewster has been here since the first of the year, but Mr. Garden is not expected here for a few days at least. "Pop" Brewster has been introduced into cycling circles, and already has become quite a favorite. He says he likes Philadelphia, and is willing to become an out and out Quaker.

E. K. Tryon, Jr., & Co., will handle the Eagle and Apollo wheels this year. Models of both of these machines have been received. The Apollo is manufactured solely by the firm in its own factory, and thus far has gained much popularity.

The bicycle department of the Supplee Hardware Co., of 503 Market Street, has been thrown open to the public. It will be under the management of William A. Richwine, formerly of the Pope company's Washington branch. The firm will handle the Syracuse and Elmore wheels, as well as one of their own make, the Supplee.

Frank M. Dampman, who will sell the Falcon, Overland, and Derby wheels in eastern Pennsylvania, New Jersey, and Delaware, has removed to his large and handsome store at 1225 Market Street. Mr. Dampman was formerly at Broad and Vine Streets, but a large increase in business compelled him to seek larger quarters. A number of new agencies have already been established in the territory above mentioned by Mr. Dampman.

The Orient will be handled by Hill & Lyster, of 137 South Tenth Street, this year. A full line of sundries will also be carried.

The new Ariel agents, Daniel Mershon's Sons, of 1203 Filbert Street, are ready for business. Samples have been received and a number of orders taken.

There has been a noted increase in the business of A. G. Spalding & Bros. since they took possession of their new store at Twelfth and Chestnut Streets last month. The building is well adapted to their use, and is without exception the largest cycling and sporting goods house in Philadelphia. An unusually large amount of space has been set aside for the use of Manager Wells, of the bicycle department, and he is using it to the best of advantage. Models of the '95 Spalding have been received, and are attracting much attention.

The entire second floor of 1136 Market Street will be used by the John T. Bailey Co. for the sale of bicycles. The firm will handle the Relay, Bourse, and Lyndhurst wheels, together with one of their own make, the Bailey. The latter is a new wheel on the market. It will be made in three weights, the twenty-one-pound roadster, the eighteen-pound semi-racer, and the fourteen-pound racer. There will be five heights of frame and three styles of handle bars. Large tubing will be used throughout. The pedals are to be in two pieces, and will be screwed on with a thread so that there will be no nut to lose. The bearings and the balls used in them will be both large. The tread will be from  $3\frac{1}{2}$  to  $5\frac{1}{2}$  inches. The forks taper very prettily; there are twenty-four spokes in the front wheel and thirty-two in the rear. The rims are coated with four coats of white enamel in order to make them water proof.

Columbias and Hartfords are all the rage at the pioneer cycling house of the city—Hart's. Both wheels are on exhibition, and orders have been coming in very fast within the past few days.

Popular Jack Greer, of the Union company's branch, is preparing for a busy season in Union wheels, on South Penn Square. Mr. Greer has built up a large trade in Unions in this city, and expects large additions to his firm's patronage this year.

## ABOUT SADDLE TOPS.

The tannery of W. W. Mooney & Sons, at Columbus, Ind., is of very large size and capacity, producing 800 sides of harness and saddlery leather daily. Their six buildings cover about three acres, the main one is a four story brick building 545 feet long and 40 feet wide. The beam and handler house is 500 feet in length and 45 feet in width. The yard house, in which the leather is tanned, is 300 x 200 feet. The leach house, which is the building used for extracting the strength of the chestnut oak bark, is a large one, and contains twenty-four leaches. It is 140 x 60 feet. The boiler and engine house is an excellent building, and contains four large boilers, having a capacity of about 600 horse-power. All of their buildings are detached, and they have a most excellent water equipment for safety in case of fire. Six and eight-inch water pipe is laid on all sides of their tannery, and to which are connected eight hydrants with some 2,000 feet of fire hose, and about the same quantity is used in the buildings, all of which are manned

by a fire corps comprised of the employees. Both the C. C. C. & St. L. and the P. C. C. & St. L. railroads have tracks into the tannery premises.

The firm tans only selected hides, especially adapted for the finest grades of harness and saddlery leather. The liquors used are sweet and fragrant and as strong as the mighty chestnut oak from the rich juices of which they are produced. Their tannage is an absolutely pure oak tannage, and it takes them nearly a year to tan and curry their celebrated leather. The material used in hand stuffing is made entirely from pure cod oil, and a superior grade of tallow. This firm buy their tallow in the winter, simply because at that season it is better than at any other time, and free from acid, which can not be of any benefit to the leather. Everything used in the Mooney tannery is analyzed by a competent chemist, and nothing but the best of all materials are used. No means of any kind are used to force grease or weight into the leather.

W. W. Mooney, the senior member of this firm, was born in Kentucky in 1819. He learned the tanner's and currier's trade in his infancy. His earliest recollections are of assisting his father to tan leather, in what in those days, was considered a large tannery. The Mooneys are a family of tanners, and have, we believe, been engaged in the business since tanning was first introduced into America. In 1830 W. W. Mooney's father located in Indiana. W. W. Mooney was taken in as a partner in the business in 1837. The style of the firm was then Edmund Mooney & Son. There are three sons, Edmund, Thomas, and William A. Mooney. This firm does the largest exclusive harness and saddlery leather business in America, and their product is largely used in Great Britain, Germany, and other foreign countries, where an absolutely pure oak tanned and high-class leather is demanded. They have recently added to their complete line of fine harness and saddlery leather, that of tanning and currying leather especially adapted for bicycle saddle seats, and they are meeting with great success in this new undertaking. The requirements of the leather for bicycle saddles are flexibility, strength, and leather that will not stretch in use.

## THEY MAKE THE HOFFMAN.

L. E. Hoffman and brother started to make bicycles in a little factory at 44-46 Sheriff Street, Cleveland. The first year they turned out 150 wheels and disposed of them without any trouble. After one year in the business L. E. Hoffman bought the interest of his brother and took L. M. Sigler, of the firm of L. M. Sigler & Co., wholesale jewelers, of



Cleveland, in as a partner. The Hoffman Bicycle Co. was formed, and a new factory at the corner of Case Avenue and Hamilton Street secured. A large amount of new automatic machinery was purchased and now Messrs. Hoffman and Sigler are turning out wheels that they are very proud of. The Hoffman has many new and original features and promises to be among the leaders this year.

The Hill Cycle Mfg. Co. are doing a rushing business at their downtown Chicago store at 123 Dearborn Street. Last Tuesday they sold Fowlers to F. P. Richardson, the heaviest man in the Illinois Club, weight 225 pounds; Signor Tomaso, leader of the famous mandolin orchestra, and Mr. Pierce, of Philadelphia.

The Standard bicycle rest, made by J. M. Van Fleet, of Kenton, Ohio, combines a rest, lock, and brake. It was exhibited at the Chicago show and Mr. Van Fleet says that he closed several large orders. The Standard was examined by a BEARINGS' man and seemed to be a very practical thing.



# Arrow! Rex! Climax!

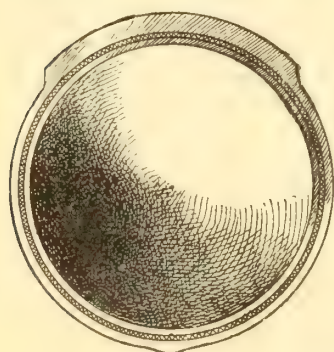


**THE ARROW** is the best mechanically fastened Pneumatic Tire manufactured, and the ONLY practical one.

## HOW TO OPERATE THE ARROW PNEUMATIC TIRE.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible.



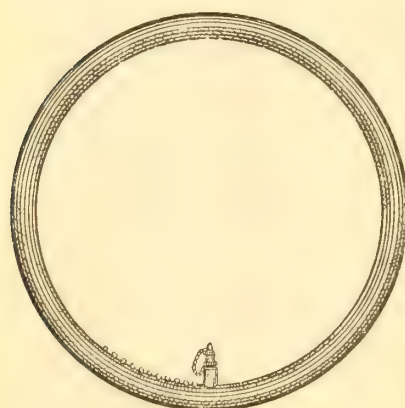
## CLIMAX

Our Climax Pneumatic Tire has a separate casing and inner tube and cements on the rim. It is made of the very best Old Fine Para Rubber, carefully compounded with only enough sulphur to properly vulcanize it, and stands the greatest possible amount of wear and hard service.

This form of tire is very popular. Price and quality considered, it is the cheapest tire on the market. But not a cheap or competition article. We make only high-grade goods, and any bicycle tire bearing the name of this company is first-class in every respect. The utmost pains are taken in its manufacture to obtain a most excellent finish, strength and resilience not being sacrificed.

Each tire is fitted with our Superior Pure Para Air Tube, a full description of which is given elsewhere in this book. We very strongly recommend these tires to manufacturers, dealers, repairmen, and riders.

Our guarantee is a strong one.



## REX ROAD TIRES

The Rex Road Pneumatic Tire, as manufactured by us, has a separate casing and inner tube, is laced in one place, also cements on the rim. This tire is very strong, light, and beautifully finished. Although strong, it yields to pressure at all points. They weigh two and three pounds per pair, and are fully guaranteed for road purposes.

The two-pound Rex is an excellent racing tire; is very lively, and will not burst, neither will it puncture easily. The so-called lighter racing tires, made of loose fabric or strings, are very unreliable and give out at the most critical periods. Unlike the latter tires, when punctured the difficulty can be easily located, and when repaired are permanent. The air cannot follow porous places.

The three-pound tires are most excellent for all road purposes, and are more resilient than any other manufactured.

The Superior Pure Para Air Tube is used in every tire together with our Superior Air Valve. To those who want a strong resilient tire of lightest possible weight, consistent with strength, we highly recommend our Rex Road Tire.

**COMET.** We also manufacture a cheaper tire branded Comet. They are strong, resilient and durable.

Attractive advertising supplied free, bearing agent's name.

Send for information and circulars.

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

Mention The Bearings

**EASTERN RUBBER MFG. CO.,**  
TRENTON, N. J.



## TRADE HAPPENINGS.

**COLDWATER, MICH.**—The Perfect Bicycle Lock Co. are putting on the market an improved bicycle lock, and are preparing to place advertising for same.

**BOSTON, MASS.**—The Eagle Bicycle Mfg. Co., of Torrington, Conn., opened branch salesroom and warehouse at 7 Portland Street, with C. P. Cubberly in charge.

**NEW YORK, N. Y.**—The Eagle Bicycle Mfg. Co., of Torrington, Conn., have opened a branch store at 28 Chambers Street.

**BALTIMORE, MD.**—The Millington Machine & Bicycle Co., incorporated by W. B. Corell, A. V. Canfield, Nelson W. Ward, James F. Millington, and E. L. Ward, to deal in and manufacture bicycles and sewing machines. Capital stock, \$25,000.

**PHILADELPHIA, PA.**—The American Sewing Machine Co. announce their intention to commence the manufacture of bicycles during the present year.

**EVERETT, MASS.**—The McCune Cycle Co. are erecting a new factory to be 128x38 feet, two stories high, and to cost \$5,000.

**DAVENPORT, IOWA.**—C. W. Pierce desires correspondence with manufacturers of bicycles, and bicycle sundries.

**THOMPSONVILLE, MASS.**—The League Bicycle Co., of Hartford, Conn., reported negotiating looking to the transfer of its plant to Thompsonville.

**GRAND RAPIDS, MICH.**—Martin & Martin, manufacturers of bicycles, reported as having placed on record chattel mortgage for \$300.

**BRIDGEPORT, CONN.**—C. F. Seeley, of Stanford, bicycles, will open a new salesroom. Correspondence invited with manufacturers of bicycles and bicycle sundries, looking to accepting agency.

**CHICAGO, ILL.**—The Gormully & Jeffery Mfg. Co. filed in United States Circuit Court, bill for \$200,000 damages, against the Derby Cycle Co., alleging that the latter have been infringing upon the patents of the former, covering improvements in wheels, tires, and rims of bicycles.

**PHILADELPHIA, PA.**—Frank Dampman opened a new bicycle store at 1227 Market Street, and will make a leader of the Falcon wheel. His former store, at 262 North Broad Street, will be continued as a branch, under the management of P. K. Manning.

**SYRACUSE, N. Y.**—The Syracuse Cycle Co. has moved in new factory building.

**NEW YORK, N. Y.**—William Easton will open a new bicycle store and riding school corner Sixtieth Street and the Boulevard.

**RICHMOND, IND.**—Percival Lankert is reported as organizing a company to manufacture an improved bicycle stand, recently patented by him.

**FITCHBURG, MASS.**—The Ivy-Johnson Arms & Cycle Works, after a short suspension to put in increased power, have resumed operations. This is the largest fire arms manufacturer in the country.

**MEMPHIS, TENN.**—The Young Men's Business League are reported negotiating with bicycle manufacturers, looking to the establishment of a bicycle manufactory in Memphis.

**CORTLAND, N. Y.**—The Hitchcock Mfg. Co. are preparing to commence the manufacture of a motor bicycle in connection with an extensive carriage and cutter business. The company's works are to be enlarged to make room for the manufacture of bicycles.

**PITTSFIELD, MASS.**—Baker & Belden, bicycles, etc., are remodeling and re-arranging their salesrooms.

**PITTSFIELD, MASS.**—The City Cycle Co. have leased quarters in the England Block, where store room, repair shop, etc., will be opened.

**HAGERSTON, MD.**—The Crawford Bicycle Co. have recently added a lot of additional machinery to their factory building.

**MICHIGAN CITY, IND.**—Smith & Bell, superintendents of the bicycle factory in the state prison, announce the factory will be in operation within a month.

**CHATTANOOGA, TENN.**—H. Clay Evans has recently opened a new bicycle store. (Mr. Evans is the son of the Republican governor-elect of Tennessee, and is a graduate of Yale.)

**NORWALK, CONN.**—C. Ford Seeley, bicycles, sold out to A. P. Sherwood.

**MERIDEN, MISS.**—H. H. Fecher, sporting goods, commenced business, and invites correspondence with the manufacturers of bicycles and bicycle sundries.

**PORT HURON, MICH.**—George E. Yocum, bicycles, etc., reported to have suffered a loss by fire.

**NEW HAVEN, CONN.**—Arthur Griggs, formerly with N. T. Bushnell & Co., hardware, will open new bicycle store.

**COOPERSTOWN, N. Y.**—Walter S. Russell, bicycles, judgment reported as having been recorded for \$1,546.

**PADUCAH, KY.**—The Scott Hardware Co. are preparing to add a bicycle department.

**OSWEGO, N. Y.**—C. B. Rice & Co., manufacturers of bicycles, reported as having been damaged by fire.

**LOUISVILLE, KY.**—R. C. Whayne, manufacturer of the southern bicycle, is about to be succeeded by an incorporated company, bearing the name of the Whayne Mfg. Co.

**SPRINGFIELD, MASS.**—S. A. Grant is reported organizing a company, with a capital stock of \$100,000 for the location of a plant at Thompsonville, to manufacture wooden frame bicycles.

**OSWEGO, N. Y.**—The Oswego bicycle factory reported burned out.

**BRIDGEPORT, CONN.**—The Howland-Gow Stark company will sell bicycles, and has taken the agency for the Columbia.

**MILWAUKEE, WIS.**—Julius Andrae & Sons Co., bicycles, etc., has been incorporated.

**LOUISVILLE, KY.**—Harbison & Gathright contemplate doing a bicycle jobbing business in the southern states, during the present year.

**TOLEDO, OHIO.**—The Snell Cycle Fittings Co., report business so favorable that their already large plant is to be considerably increased in capacity. A tract, 430x110 feet, adjoining their present plant, has been purchased, and the erection of two additional factory buildings has commenced.

**ST. JOSEPH, MO.**—Robinson Hardware Co. has been incorporated by James H. Robinson, Samuel H. Justice, and Frederick Priche, capital stock \$60,000. Correspondence invited with manufacturers of bicycles; they open a cycle department.

**PADUCAH, KY.**—George O. Hart & Son, hardware, has been incorporated by George O., and George T. Hart, and Harry Hank. Capital stock \$50,000. Will add bicycles during the year. Correspondence invited with manufacturers of bicycles.

**OSWEGO, N. Y.**—Oswego Bicycle Co.'s factory destroyed by fire. Total loss, \$30,000.

### An Ice Bicycle Tire.

Ernest Bruner, of Mitchell, S. D., has designed an ice bicycle tire that is evidently built on the right principle.

The tire is made and designed for use on ice, is light, and can be easily put on any bicycle. Its weight is a little over three pounds per pair. It consists of a light grooved steel tire which presents two edges to the ice similar to the ice skate, and is held on a rubber tire by the use of hollow plates which fit over the same and hold the ice tire firmly in the center of the pneumatic tire. It can also be put on a cushion or solid tire. The rear tire has small spurs on the edges, which enables the rider to make a spurt or run against the wind without lost motion. There is no lost motion as in a rubber tire, but every turn of the pedal counts.

R. M. Barwise and Will C. Dawdy, of Goshen, Ind., have gone west in the interest of the Ralph Temple Cycle Co.

# TRIBUNE BICYCLES!

WE WILL EXHIBIT AT THE

## New York Show, Spaces 115 and 116.

### GENERAL AGENTS:

BAKER & HAMILTON, San Francisco, Cal.  
California, Nevada, Oregon, and Washington.

THE E. C. MEACHAM ARMS CO., St. Louis, Mo.  
Missouri and Lower Illinois.

MORGAN & BEACH, Fort Wayne, Ind.  
Indiana, north and east of Wabash County.

HARBISON & GATHRIGHT, Louisville, Ky.  
Mississippi, Louisiana, Arkansas, Kentucky,  
Tennessee, Alabama, Texas, Oklahoma, and Indian Territory.

THE GEO. MAYER HARDWARE CO., Denver, Colo.,  
State of Colorado.

H. T. CONDE IMPLEMENT CO., Indianapolis, Ind.  
Indiana, south and west of Wabash County.

STUDLEY & BARCLAY, Grand Rapids, Mich.  
Michigan, exclusive of Detroit and vicinity.

WM. H. COLE & SON, Baltimore, Md.  
Maryland, Virginia, West Virginia, North Carolina,  
South Carolina, Georgia, and Florida.

A. H. POMEROY, Hartford, Conn., State of Massachusetts.

## THE BLACK MFG. CO., = = ERIE, PA.





Write for  
Catalogue.

Mention The Bearings

# THE **WABASH** LINE.....

The Best and Most Profitable Line of Medium Priced  
Bicycles on the Market for 1895.

	LIST.
28-inch Wabash Racer, weight 18 lbs.....	\$90.00
28-inch Wabash Special, high diamond frame, weight 21 lbs.....	75.00
28-inch Wabash Ladies' Special, double tube, drop frame, weight 25 lbs.....	75.00
28-inch Wabash No. 1, high diamond frame, weight 29 lbs.....	60.00
28-inch Wabash No. 2, double tube, drop frame, weight 32 lbs.....	60.00
26-inch Wabash No. 3, diamond frame, weight 23½ lbs.....	50.00
26-inch Wabash No. 4, double tube, drop frame, weight 26½ lbs.....	50.00
24-inch Wabash No. 5, diamond frame, weight 23 lbs.....	40.00
24-inch Wabash No. 6, double tube, drop frame, weight 26 lbs.....	40.00

ALL WABASH CYCLES FITTED WITH M. & W. TIRES.

ALL WABASH CYCLES HIGH GRADE.

ALL WABASH CYCLES GUARANTEED.

LIBERAL DISCOUNTS AND EXCLUSIVE AGENCIES.

## THORSEN & CASSADY CO.

141 and 143 Wabash Ave., CHICAGO.

Manufacturers of  
THORSEN and WABASH  
BICYCLES.

Sole Agents,  
STEARNS, LOVELL DIAMOND, and  
REMINGTON BICYCLES.

Mention The Bearings.



## ENGLISH TRADE NOTES.

LONDON, Dec. 15.—The National show closed on Tuesday, and so far as I can make out it does not appear to have been anything like a record one from a business point of view. In fact I have heard a great many complaints as to the scarcity of orders, and as the same thing was more or less the case with the Stanley show, it looks as if the big agents are not certain what the trade of the next season is likely to be. From all accounts, bad as the Stanley show proved in the matter of contracts, the National has been even worse, and several manufacturers are looking very grave over the matter. Still it is early yet to complain seriously, and I think that the non-placing of orders is really the natural outcome of the two show question. During the next few weeks the agents and the public will have time to consider all the things they inspected at both exhibitions, and to make up their minds as to what they really require. Then, I trust, the orders will come in apace, and the trade prospects revive accordingly.

Naturally there was no time for me to deal last week with anything but the general appearance of the National show, and it was not until Monday that I could really give that attention to the details which many of them deserved. Foremost among the improvements for 1895 are the new Centaur bearings, manufactured by the Centaur Cycle Co. These are, I have no hesitation in saying, the greatest advance in cycle construction which has been made of late years. The hubs are made on the same principle as the now almost universal Humber bottom bracket, the cones on the pins facing outward, and the other portions of the ball-races being contained in collars which screw into the ends of the hubs. These collars are locked in position by thin nuts, which screw on a few threads on the collars left outside the hubs when the bearings are properly adjusted. The great feature is, however, the back wheel hub. In this the ball-races are completely under the locking nuts, and are no less than  $4\frac{1}{8}$  inches apart, a width which is about an inch more than many hubs now made. The pull of the chain is, therefore, between the ball-races, and the cross strain on the hub nearly entirely removed. Added to this, the space by which dust can get into the bearing is greatly reduced, and as the cones upon the pins are separate therefrom, and properly hardened, instead of being in a piece with the pins themselves, I look upon the Centaur hubs as as near perfection as we are likely to get for many a long day. There is also an improvement in the bottom bracket, for the collars are locked by similar nuts to those on the hubs, so that it is impossible for them to be pushed out of the true line, as is frequently the case where ordinary set screws or wedge collars are used.

Mr. Otto, who years ago designed that fearful and wonderful machine, the Otto bicycle, showed a fad in the shape of what is practically an adaptation of the "Devon swing frame" of years ago. The machine is of the ordinary diamond pattern, but the upper backbone is constructed of two flat pieces of steel, forming a long slot for about a foot in front of the saddle-lug, after which they are connected with the top of the head by the usual tube. The slot is provided with a toothed ratchet, and through it passes a secondary diagonal, hinged at the crank-bracket, which carries the saddle at its upper end. This diagonal is provided with a pawl which engages with the ratchet, and so holds the diagonal and the saddle in any required position. The pawl is actuated by a lever behind the saddle, which is intended to be connected with the rider by a belt, so that should he lean forward he will release the pawl, and so allow the saddle to come more over the pedals. The affair is, of course, extremely unlikely to prove successful, either commercially or otherwise.

There are any amount of tires now in the market, and many of them are extremely good, while prices are often considerably lower than of yore. I fancy that one or two of the cheaper tires will be little if any slower than those of the best make, and, if so, the prices of machines should either come down still further or the trade get a little more profit, which it can very well do with. The large number of firms exhibiting at the two shows, however, points to the fact that it is the prices which will fall, for the competition, especially among the smaller firms, is dreadfully keen, and must be, while there is such a supply and such a comparatively limited market.

By the way, the English wheel journals have just published as news the fact that the Coventry Machinists' Co. have entered into an arrangement with a small arms factory in Austria, to manufacture the Swift for the Continental trade out there, and are sending over some of their best workmen to build the machines. This intelligence is a bit stale, seeing that I gave it in THE BEARINGS some weeks since.

I hear that the business of Messrs. Singer & Co. of Coventry has been registered as a limited company with a capital of \$875,000. The new concern will be styled "Singer & Co., Ltd.," and no shares will be offered to the public.

The number of gear-cases now in the market is very surprising and clearly indicates that public opinion recognizes the fact that the modern safety can not be considered first-class without some more or less dust-proof covering to the chain. I still think that Carter's case is the best of the lot, but for those who do not require an oil bath, the "Gross," or any of the almost countless imitations thereof, is an excellent substitute.

Reverting once more to the National show, I may remark upon the comparative absence of gears. The Boudard was shown by a few firms, but even Messrs. Humber & Co. did not make it the specialty I expected, while the only other gears I saw was the Sudworth, which is somewhat neater, and just about as useless as the Boudard, and a dreadful contrivance, the invention, I believe, of a Mr. Lawson. This latter was even hard to turn when the machine was off the ground, so how it would be on the road I am at a loss

to imagine. I think signs are not wanting to show that the gear mania is subsiding, "for which relief much thanks."

The Thomas' Pneumatic Hub Co. has been duly registered as a limited concern. The capital is \$60,000 in \$5 shares. I am not applying for any. Pneumatic hubs are "off," and likely to remain so.

By the way, you may possibly hear something of the De Burgo spring wheel, as it has been mentioned a good deal by the non-cycling press of this country, which knows nothing about the matter. It is simply a mechanical contrivance for doing what is better done by the pneumatic hubs, but, as these have proved failures, we can hardly expect that the De Burgo wheel will be an acquisition. The hub is a hollow box containing square slides, fitted with balls, and held centrally by springs. These slides have two motions, and there is also a compound one between the two. The wheel is more rigid sideways than many of the spring contrivances which have from time to time been brought out, but it will never, never do, and is altogether of no practical use, so far at any rate as cycling is concerned. Of course the outside press will puff anything, and in a case of a cycle show are glad to find copy at any price. Therefore, the more of a monstrosity a thing is, the more the reporter likes it. Hence the press notices of the De Burgo wheel.

Professor Everitt's spring wheel is only a reproduction of the "Quadrant" contrivance brought out years ago, the spokes being divided near the hub and coupled together by short spiral springs. The wheel has very little lateral stability. It was a failure in the '80's, and will be again.

WILL O' THE WISP.

## SUCCEEDS MR. MILES.

W. E. Miles, the manager of the Denver branch of the Overman Wheel Co., has been transferred to the Boston house, in the same capacity. He is succeeded at Denver by Harry W. Taylor; who has been connected with that branch for the past two years, in which time he has become very popular there, owing to his universal courtesy to the patrons of the house, and his undoubted business ability. As this is one of Overman's most important branches, Mr. Taylor is to be congratulated upon his promotion.



H. W. TAYLOR.

## Are Hustling Westerners.

The R. D. Cone Co., of Winona, Minn., are embarking in the bicycle and sundry business more extensively in '95, and will control the states of southern Minnesota, South Dakota, and western Wisconsin on the Winton for a high-grade machine. They will also sell a medium-grade wheel under their own brand. The bicycle department will be under the supervision of W. J. Landon and E. J. Lewis.

The George Pearce Co., manufacturers of the Pearce lamps and Zimmerman saddles and toe clips, have made a number of improvements in their lines of saddles which should bring them in many orders. Their new tension adjustment is a marvel of simplicity, and is perfect in its action, stretching as it does the leather top of a saddle to any degree of tightness desired without the use of bolts, screws, or a single tool. They also have a splendid clip for saddles for high-frame machines.

E. B. Preston & Co., makers of the Czar, have issued a very handsome calendar, which they will send to the readers of THE BEARINGS.



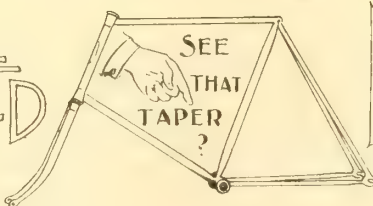
Rochester Model B, weight, 21 1-2 pounds.



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SWAGED  
JOINTS



REINFORCED  
FRAMES

ORIGINATED BY

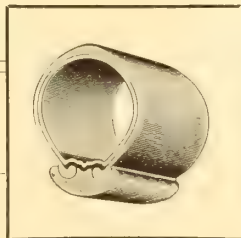
THE EAGLE BICYCLE MFG. CO.

TORRINGTON CONN.

TILLINGHAST  
DETACHABLE  
TIRE

THE MOST

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TIRE . . . .

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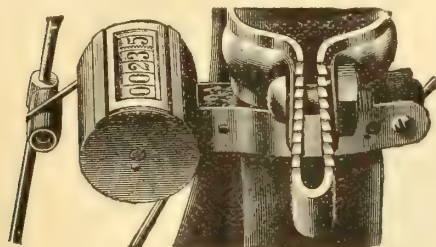
GREAT DEAL

Tillinghast  
Mfg.  
Co.



## THE UNITED STATES CYCLOMETER.

The United States cyclometer weighs one ounce, is one inch long and  $\frac{7}{8}$  of an inch in diameter. It registers 10,000 miles and repeats or may be set back. The right hand wheel registers tenths of a mile and is separated from the others by a thin gear wheel. The figures in the illustration read 23 5-10 miles. It reads in a straight line and can be read plainly from



saddle. In place of glass a piece of mica is used, which may be replaced at any time if scratched or dirty. The case and all exposed parts of the meter are solid German silver. The springs and wearing parts are of the best quality of phosphor-bronze. The meter is as nearly dust and water proof as is practicable to make it. Should a little dust work in

it will settle to the bottom and do no harm, and water in any quantity can not injure it, as all the parts are made of noncorrosive materials. The end of the case may be removed and all parts taken out for cleaning or any other purpose. The meter is extremely simple in construction. To insure perfect action every meter is run at least 400 miles on a testing machine at a rate of fifty to sixty miles an hour. Meters are made for twenty-six inch, twenty-eight inch or thirty inch wheels and are interchangeable to any size by changing one piece of the meter, which will be provided at a slight cost. The meters are sent out for twenty-six inch, twenty-eight inch and thirty-inch wheels as ordered.

### A CORRECTION.

EDITOR THE BEARINGS.—In your show issue of January 11, your representative, in describing the Vici tire, says it is wired on. This is wrong. The Vici locking tire consists of an outer cover, an endless inner air tube, and a light corrugated clamping band which secures the cover to the rim as follows: The band is made with folded and turned edges, which engages the hook-shaped beads on the cover about one-eighth of an inch below the edge of the rim, the band extends entirely around the wheel, its ends overlapping each other, and are connected by a screw device operated with a wire key. Turning the key to the right draws the band tight, pressing the cover tight to the rim. We demonstrated at the show the fact that we get no more strain on the sides of a wood rim under 100 pounds pressure than when under no air pressure at all. In other words, it is impossible to split a wood rim with the Vici locking tire.

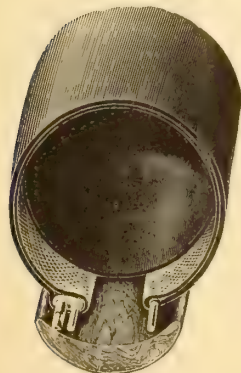
Yours respectfully,  
BOSTON WOVEN HOSE & RUBBER CO.  
Chas. E. Weaver, *manager tire department.*

### New Perry Chains.

The Anglo-American Iron & Metal Co., of New York, call special attention to the improvements in the 1895 models of Perry's Pen Steel Bushed Chains. The immovable pen-steel bushing is a new feature. The bushings are made with a small projection which engages into the side plate which is cut out for the rivet with an allowance of just sufficient space for this projection on the bushing to fit into. By this method the bushing is locked securely and can not disengage itself under any circumstances. The side-plates as now made make it impossible for the chain to ride the sprocket, which is somewhat of an objectionable feature with all chains, and at the same time does away with the clicking noise made by all chains when coming in contact with the sprocket. Thus the chain is noiseless. The finish has been materially improved and all chains are now nickel plated and polished. Despite all these improvements the prices have been reduced and it is claimed that these chains are now within reach of all manufacturers. The Anglo-American Iron & Metal Co. are sole United States agents and carry a large stock of all the various patterns, lengths, and widths.

### The Crescent Tire.

This is a cut of the new Crescent detachable tire, made by the Indianapolis Rubber Co. It is capable of being used on any rim of crescent shape, without any alteration in the rim whatever. Perhaps the most striking feature of the Crescent tire is its distinctive simplicity. A wire binder passes through a housing in each edge of the casing. Both ends of each wire pass in a small swivel, only one edge of which can be seen when the tire is deflated. By means of a small screw-driver or key, the binder can very easily and quickly be drawn tight, and as easily loosened. The tube is protected from the spoke ends by tape wire, and it is wonderful how quickly the tire can be put on a rim ready for inflation. The Crescent is an invention of Mr. Knadler, the factory superintendent.



Walter J. Bray, an old-time Chicago racing man, has removed to Cedar Rapids, Iowa, where he and his brother will open an agency for the America; they will also make a wheel called the Hawkeye.

## CAN TALK KEATING.

Charles F. Osgood, son of W. B. Osgood, manager of the Keating Wheel Co., of Holyoke, Mass., is comparatively unknown to the cycle trade, but he will try his hand next year at selling Keatings in New York, New England, Ohio, Michigan, and Indiana. While the story may be old, yet it will not be out of place to tell how the young man saved four drowning men near Holyoke. A party was examining Osgood's neat little launch when a sail boat, containing four persons, was upturned and the occupants thrown into the water. Osgood seized a canoe which stood near, and with a masterful hand guided it to the drowning party, where he succeeded in pulling them all in.



CHARLES F. OSGOOD.

### Big Winton Agents.

The Wyeth Hardware & Manufacturing Co., of St. Joseph, Mo., are going into the bicycle business on an extensive scale for the season of 1895. They have thirty representatives on the road, and penetrate

all parts of the far west. They will make the Winton their leading high-grade machines, and will handle in addition the Wyeth Special, and a medium-grade line of wheels. These people are well-known jobbers of hardware, tinware, and saddlery goods, and invite the correspondence of their customers on the subject of bicycle and sundries. G. T. Sprake, secretary of the company, will have the supervision of the bicycle department. He is a hustler and the company anticipate a large trade for '95.

### Will Sell The Syracuse.

Among the leading dealers in the A. F. Shapleigh Hardware Co.'s territory who will handle the Syracuse line are the following, contracted for before January 1: Rogers & Baldwin, Springfield, Mo.; H. Clay Evans, Jr., Chattanooga, Tenn.; Birmingham Arms & Cycle Co., Birmingham, Ala.; Ross E. Miller & Co., Wichita, Kan.; Troxel Bros. & Clark, Denver, Colo.; F. O. Ketcham, Nashville, Tenn.; Halyard Hardware Co., Joplin, Mo.; Kendrick & Woly, Fremont, Neb.; W. R. Bell, Murfreesboro, Tenn.; Dinsmore & Potter, Fairfield, Neb.; H. German, Quincy, Ill.; S. M. Williamson & Co., Council Bluffs, Iowa; Chas. H. Wolfe, Keokuk, Iowa; F. J. Glazier & Son, Ft. Madison, Iowa; Lambert Bros., Kearney, Neb.; Lawson & Hamot, Hastings, Neb.; C. C. Crain, Ft. Scott, Kan.; Crancer & Dawes, Lincoln, Neb.; F. P. Lee, St. Joseph, Mo.; Yetter & Neff, Grand Junction, Colo., and many others.

### The Indiana Company's Retail Store.

The class of retail stores being opened by the Indiana Bicycle Co. throughout the country is of a character to elevate the business in every city they invade. Their stores are unusually neat, attractive and well-kept. No old second-hand or shop-worn wheels are visible to the customer enter-



The San Francisco branch of the Indiana Bicycle Company.

ing one of these stores, and the impression created by the substantial and generally high-grade air that prevails can not fail to have a good effect on every prospective purchaser. Retail stores have already been opened in twelve cities, and still there are more to follow.



# Paring The Agent.

Perhaps you know what it means.

It is quite possible that you are yourself an agent. Like as not you've been pared this year.

"Prices reduced." Agents' discounts reduced (more). But you can sell so very many more wheels at the lower figure, that your profits will be greater in the long run. You know—if you're an agent you've heard the tale over and over again.

But the rub comes in selling those "so very many more wheels."

You know how it is. You know who will feel most the result of the lower discounts.

If you are wise you will cast an anchor to windward.

Drop it in our direction and it will land on money-making ground—nice fat discounts on the Elmore bicycles, the handsomest and most up to date line of popular priced wheels now before the public.

"Paring the agent" is not a part of our policy."

Write us.

....

## Edwin Oliver & Co.

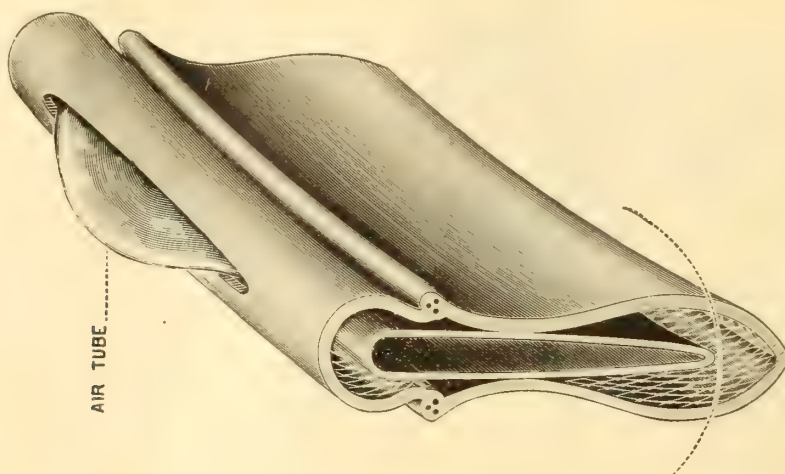
21 Park Row, N. Y. City.

New York Show, Stand 126.

Mention The Bearings.

### DURYEA'S NEW TIRE.

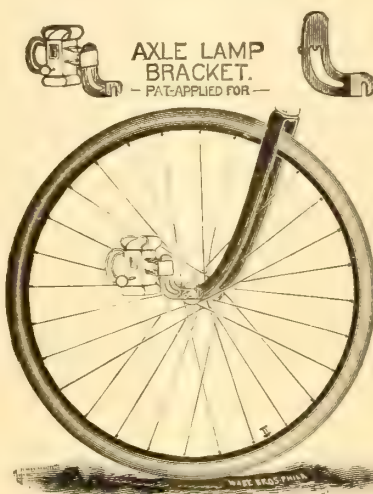
Charles Duryea exhibited his new tire at the show. It is a one-piece, self-grip tire, with no laces to cut, detachable in one piece, and as quickly attached, and is specially adapted to wood rims. It will not creep or roll. The fabric used consists of tranverse threads only, fastened together alter-



nately. The accompanying cut gives one a good idea of the tire. The hole through which the inner tube is reached is two inches long and one inch wide. The Indiana Rubber & Insulated Wire Co., of Marion, Ind., make the tire.

### The Axle Lamp Bracket.

The accompanying cut illustrates the axle lamp bracket manufactured by the Axle Lamp Bracket Co., 1113 Market Street, Philadelphia. It is becoming fixed in the mind of the



average cycle rider, that the proper place for a lamp is on the axle of front wheel, and that the bracket must be so arranged so as to be removed with the lamp. This simple contrivance seems to meet the demand. The claims made for this bracket are: It fits any lamp or bicycle; is detached with the lamp; it is not necessary to remove the axle nut—simply loosen it; being close to the ground, you get two or three times as much light directly in your path ahead, and consequently you can ride faster, and avoid obstacles without trouble; leaves the front of the machine free to carry coat or package without fear of an oil bath; readily attached or removed; easily adjusted to any desired angle; does not mar machine, as it goes on axle between the nut and fork; should the machine fall, the lamp can not touch the ground, as the pedals prevent; the axle bracket is really an ornament to a machine, being nickel plated and highly polished; weight only 1¼ ounces. The price being but 25 cents, bespeaks for this bracket a wide demand among lovers of the evening spin in city or country.

### Warwick People Busy.

The Warwick factory is making a larger output for 1895 than it has ever done before, and at the present time the business prospect and the advance orders are such, that it is evident that the supply can not exceed the demand. The Warwick handle bar of '94 was a great success as a rotating adjustable handle bar, and will be supplied in '95 to those who order it. A new Warwick pedal has been designed, which is altogether novel in design and construction. It is a combination rubber and rat-trap, being converted from rat-trap to rubber by fastening rubbers inside of the blades by separate detachable pieces. The rat-trap blade is welded whole in one piece, and oval shape, and is quickly detachable from the pedal axle and cover. To detach it the cap at the end of the blade is unscrewed. The Warwick company have adopted the double-fork crown for 1895. Warwick riders will be given the choice of three tires, the Morgan & Wright, Hartford, and Dunlop. The catalogue was issued this week, and contains seven different models, including the racing model, Models, 21, 22, 23, and 24, \$100; Model 25, \$80; Model 26, \$85; Model 27, special light racer, \$125.

The Warwick exhibit in New York will be under the personal charge of A. O. Very, who will be assisted by T. T. Cartwright and others. F. A. Very will be present at the show, making the Warwick exhibit headquarters in the interest of the Very Cycle Co. He will be accompanied by L. F. Jackson. Mr. Jackson is as present hustling on the road, and more contracts have been closed and orders taken than are usual just previous to a cycle show.



# THE BEARINGS

Vol X  
No 26

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, JANUARY 25, 1895.

## DIRNBERGER TALKS

About Class B and Pacemakers—Planning Assaults on Records up to Five Miles.

SYRACUSE, N. Y., Jan. 21.—Michael J. Dirnberger, who John C. Bowe declares will lead the Class B crowd before the season is over, is spending considerable of his spare time in Syracuse these days and last week stopped over on his way to the New York Cycle Show. There is no getting around it, Mike is getting portly and it will take several weeks of "get there" to reduce himself to an avoidupois where he can do a mile in 1:51 again. That he will be able to do this the Syracuse Cycle Co. have no doubt. They are now building a couple of quadruplets which will be used to assist him in his speed trials next fall, when the Syracuse people will send him after all records up to five miles. Dirnberger takes a philosophical view of the status of affairs which is agitating the League officials at present. In conversation with THE BEARINGS' correspondent he said: "I am surprised that Sanger should put himself on record as favoring cash prizes in the L. A. W. I am sure the League treats the Class B boys all right and they should be well satisfied for what they got last year. If Classes A and B had not been adopted, more than one maker's rider would have been thrown out of the League. When H. E. Raymond proposed the new rules they met with general favor, and since then have illustrated the wisdom of the idea. I tell you the cracks don't know when to let good enough alone. I will say frankly that I do not favor anything that savors of professionalism. It is the League of American Wheelmen that keeps cycle racing alive and to attempt to change its rules would be slaughtering the goose that lays the golden egg."

"Another thing I wish to speak of is

### "The Action of Race Meet Promoters

and their dealings with the Class B contingent. On more than one occasion last summer there were conflicts between the projectors and racing men, which injured the sport in public estimation. It is bad, very bad. When you get the public down on bicycle racing, you sound the death knell of racing interests. I must say that the projectors are in many cases mostly to blame. A Class B rider is all right, and not afraid to ride a fast mile if necessary. When the referee puts a time limit on the race, let him put a pacemaker in the race, and see what results. I answer for every Class B rider in America. Not one of them would shirk doing a mile in 2 minutes if this was done. I don't care to set the pace myself, neither do my competitors. The man who takes the lead, is generally the fellow who comes in last. Anybody can comprehend this. If the National Assembly would compel race-meet projectors to put a pacemaker in events on which time limits are placed, there would be an entire absence of brawls such as characterized several tournaments last year.

"Then also make the promoters put up as good prizes as they advertise. It is a shame to get a rider to travel several hundred miles to discover that diamonds advertised to be valued at \$150 are mere fakes."

Fred W. Fisher, the clever young rider of the Century Cycling Club, who is considered one of the fastest riders in Central New York, is to open a retail store in this city shortly to dispose of the Barnes. That means that Fisher will be seen in Class A on a Barnes. He has a good mount.

Chief Consul Potter has appointed a civil engineer of this city, named Isaac Schwartz, a member of the state road-book committee.

### Schwartz Is a Capable Man

for the place, and will work wonders in the construction of the next road book. A local paper last week printed the following:

Yesterday afternoon the information was given out that Fred W. Fisher, the fast young rider of the Century Cycling Club, had signed a contract with the Barnes Cycle Co., and would represent that concern on the path during the ensuing year. It is also said that the company have a crack Class B man in view, and are now in communication with several to get one at least under contract if possible.

These moves indicate that E. C. Stearns & Co., Spalding & Co., and the Syracuse Cycle Co. will have a livelier competitor than was at first expected. In securing the fastest rider in the city they have started well, and from certain reports other Syracuse riders are under consideration, and there is a possibility of securing a couple

of good ones. A member of the board of directors in speaking with a *Standard* reporter said:

"I can not give you the name of the man who will represent us for we have not determined that point ourselves. But it is a fact that one of the crackajacks will come to Syracuse, and if a training track is secured here he will begin his preliminary work. We did think of contracting with Otto Ziegler, the California crack who put his Class B rivals to flight at the national meet in Denver last August, but it is now understood that Ziegler has signed with the Falcon people and we can not get him. Nevertheless the Barnes Cycle Co. will have a good Class B man, the best in the country if we can get him." There is only one definition to such a statement. It means no more nor less than that the Barnes people intend to keep a close watch on the riders throughout the country and secure a team with all possible haste. Cycle manufacturers who did not have a team in the field last year were not in it, as was demonstrated. Nearly all of the cracks are now under contract with one firm or another, and the remaining few are being corraled as rapidly as possible.

## CYCLING IN SAN JOSE.

SAN JOSE, CAL., Jan. 14.—Oscar Osen, who has distinguished himself recently by his riding in this state and in Arizona, has returned from southern California, where he stopped over on his return from the diamond meet, held at Phoenix, Ariz. He went to Los Angeles with the California Rambler team last October to ride in the S. G. Spier twenty-five-mile race, in which he finished third, Edwards and Ziegler being first and second. Instead of returning north with the team he stopped in Los Angeles to train for the diamond meet, where he was again very successful, winning five firsts and two seconds. On his return to Los Angeles he rode in the New Year's Day meet at Pasadena, and won one first, beating such men as Kitchen, Ulbricht, Burke, and Castleman.

Altogether Oscar won \$850 worth of prizes during two months' absence from this city.

The Garden City Cyclers' new clubhouse is almost ready for occupancy, and the opening will be celebrated by two entertainments, a ladies' night, and a grand smoker for the men.

### Their New Three-Lap Cement Track

is almost ready for the cement surface, the laying of which has been delayed by the winter rains. The track was designed to be the fastest in the country and if it does not come up to expectations, it will be a great disappointment to California wheelmen.

The San Jose Road Club will soon be settled in their new clubhouse, which, though not quite as elaborate as the Cyclers' new home, is very comfortable and cozy. There has been a little factional trouble in this club of late and some of the old members have formed a new club, but the old road club is still very evident.

Wilbur Edwards, the cyclers' crack, will go for the straightaway record, about February 1. He has a team of eight men in training to act as pacemakers. A quad is about to be shipped by the Gormully & Jeffery Mfg. Co. to aid in the trials.

Otto Ziegler has gone to Los Angeles with his team mates to prepare for the coming season, which promises to be a very hard one for the "Little Demon."

## FROM SUNNY ITALY.

MILAN, ITALY, Jan. 7.—A national T. C. C. I. (Touring Club Ciclistico Italiano) was formed in Milan last month. Its members already number about 1,200. Milan is the greatest cycling center of Italy, and during last year the Arena was the scene of very important international races. Here Zimmerman, Banker, Wheeler, and Martin raced, and the Italians hope to see many other Americans next season, all of whom will be given a hearty welcome.

Next March the V. C., of Milan, will hold its first International Cycle show. Many English manufacturers have already taken space, and it is hoped America will follow suit. The executive committee is in Corso Porta Nuova 15, Milan.

Important international races are to be held in Rome this year and a *promenade cycliste* from Milan to the Eternal City will take place at the time.



## THE WAUKESHA-MILWAUKEE RACE.

Course to be Changed for Various Reasons—Urging Good Roads Agitation—Club Meets.

MILWAUKEE, WIS., Jan. 21.—If there is anybody in this city who doubts the statement that cycling is going to boom here during the coming season, all he has to do to be convinced is to pay a visit to the various clubs of the city. In every cycling organization in Milwaukee interest for the coming year is at its height. Plans are being made by all of them and though the season is yet a far way off, arrangements are gradually forming themselves into shape for execution.

The Milwaukee Wheelmen have already decided to hold their annual road race, formerly known as the Waukesha-Milwaukee race, on July 4. This was decided upon at the annual meeting held on last Monday evening at the club's quarters in the Loan & Trust Building. The meeting was a spirited one and full of interest. One of the principal features was the changing of the course of the Waukesha race, which has become popular throughout the northwest. This year it will be conducted on a plan similar to the Chicago race. The start and the finish will be at Grand Avenue and Twenty-eighth Street. The reasons for making the change are numerous. One of them is that people want to see the start of the race as well as the finish. Another difficulty that the Wheelmen will overcome is the disorder that has occurred yearly after the race among the riders in the scramble for their clothes that they disrobed at the start and which are scattered about in all directions when the wagon arrives with them from Waukesha. Under the new arrangement the rider knows where to find his clothes when he finishes and will not be exposed to the air searching for his garments when he is in a heated condition.

### The Course

will be about two miles longer than over the old one, which was about sixteen miles. After starting at Grand Avenue and Twenty-eighth Street, the riders will ride westward over the Bluemound road to Elm Grove, where a turn will be made to the north to the Watertown plank road, and from there a southerly course will be pursued back to the starting point. This change will be generally approved of by the wheelmen of not only this city, but of the entire state. Another important step taken by the club was the proposition making the club a league club. The officers of the Wisconsin Division were the prime agitators of this scheme. Out of the club's total membership now over two-thirds of the clubmen are league members. It was decided to charge an initiation fee of \$2, and reduce the club dues from \$12 to \$8 a year. The becoming of a member of the club will carry with it a membership of the L. A. W. In this way the club will become a league club before the season fairly opens. The only league clubs in the state now are Ripon, La-Crosse, Eau Claire, Medford, and Marshfield. The election of officers resulted as follows: President, W. N. Durbin; first vice-president, W. L. Simonds; second vice-president, S. S. Cramer; secretary, E. N. Neustadt; treasurer, Andrew Steele; directors, W. L. White, E. A. Savage, H. J. Paine, E. D. Haven; captain, W. C. Neilson; first lieutenant, George F. Carrol; second lieutenant H. S. Roby. The club's racing board will be appointed within a few days.

Step by step the wheelmen of this state are gaining the point for which they have been striving for several years—good roads. They have at last aroused enough interest in the agitation that the state officials have been bound to respect their demands. Governor Upham has already come out in favor of better highways, and several days ago a still further and more important step was taken. It was in the form of a bill introduced in the State Legislature by Assemblyman Procknow, of this city. In the bill he first recites the suggestions made by

### The Governor in His Annual Message,

and then the importance of the question. His bill provides that the governor be authorized to appoint a committee consisting of one citizen from each congressional district, and one from the state at large for the purpose of gathering and obtaining all the information in relation to the building of such roads, and the best possible material to be used in the construction of the same. The committee shall also devise a system of state roads throughout the entire state, and shall submit its report to the next session of the Legislature of Wisconsin. These provisions are in accordance with the sentiment of the wheelmen who have been agitating the appointment of such a commission for some time. It is understood that there are a number of men in the Legislature who are hearty advocates of better highways, and the prospects for the passage of the bill are favorable. As soon as the Good Roads League is organized at the banquet to be given by the L. A. W. in this city on January 22, the League will probably use its influence to have the bill passed. It will also ask the Legislature to make an appropriation for the extension to this city of the Sheridan Drive, which now extends to Waukegan.

The annual meeting of the Associated Cycling Clubs of this city will be

held on January 30, at the clubrooms of the Mercury Club. An informal meeting of the delegates of the various clubs was held last Wednesday night when plans for the ensuing season were discussed. The delegates all favored the carrying on of the work on a basis similar to that on which the association was conducted last summer. It will grant sanctions for the holding of the various club road races and so arrange the dates that no races will conflict with each other. All the road races to be given here next summer, with the exception of the Milwaukee Wheelmen's event, will be directed by the association but held under the auspices of the club arranging it.

### On Decoration Day

it is proposed to hold another celebration similar to that held here last year, when about 3,500 people were in line. Last year no celebration would have been held had not the Associated Cycling Clubs agitated the holding of a large parade in which the G. A. R. and the local militia co-operated with the wheelmen. It is proposed to make the celebration grander than ever this year. An attempt will be made to swell the number in line to about 5,000. The officers for the ensuing year will also be elected at the meeting on the 30th inst. Those in charge now are: President, Gustav Simmerling; vice-president, Gerhard Aussem; treasurer, Alexander Bunke; secretary, O. F. Thieme. An entirely new list of officers will probably be elected. Gerhard Aussem is being spoken of for president. Last year the association conducted the National circuit race in this city. This year it will again

make a bid for the event. An application has already been filed but Chairman Raymond has refused to accept it until the annual meeting of the L. A. W. has been held when the association will re-file its application.

There promises to be a large increase of riders in this city and state during the coming season. It is estimated that there are now in Wisconsin between 13,000 and 15,000 riders. Of this number there are between 5,000 and 6,000 in Milwaukee. The usefulness of the machine has become more apparent in this city as the time passes and local dealers report that the prospects for an early and brisk trade are fair. The reduction in price of high-grade wheels from \$150 to \$100 will be felt in the ranks of the riders when they are counted up next fall. Those in a position to know figure that in Milwaukee alone from 800 to 1,000 new riders will be seen on the streets while in the state that number will be swelled four or five times that amount. That the outlook is promising is apparent from the large number of new firms that are springing up to handle wheels. Among these are hardware dealers, who have placed large orders for high-grade machines. All the local clubs expect a large increase in membership.

### The Following Racing Board

has been appointed for the North Side Club: Gerhard Aussem, chairman, Alexander Bunke and J. Stark. The board is making arrangements for the holding of the Silver Spring road race, which is to substitute the club's Cedarburg race. The start of the race will be on Green Bay Avenue, thence north on the Washington road to Silver Springs, west to the Green Bay road and returning on this road to the starting point. Two high-grade wheels have already been donated for the race. The event will probably be the first race to be held here this season as it is to be run early in June. The club at present is in a substantial condition, having a membership of 175, which is a larger number than any other club in the city has. The members give a social

every month at their clubrooms, and are now arranging for a pool tourney to be held the first week in February in which a gold medal is to be awarded to the winner.

Gerhard Aussem, of the North Side Club, has originated a novel plan to keep club members in condition during the winter months. By request he has consented to give a class of members of the club gymnastic exercise twice a week during the winter months. The exercises will be held at the clubhouse every Tuesday and Friday, from 2 to 4 o'clock in the afternoon. A large number of business men of the club have decided to avail themselves of the opportunity to train and joined the class, which was opened last Friday. Mr. Aussem is an expert turner and a good instructor. Some of the other clubs in the city are talking of getting up similar classes.

### The Bulletin Board

is the name of a new local cycle publication which is being issued monthly by Louis Pierron, a hustling member of the North Side Club. Every chairman of the club's committees has been appointed a member of the club's press committee, and makes a report of what is transpiring to Louis Pierron, who publishes the paper with the permission of the club. All official club announcements are made through the paper, and instead of sending a postal to the members of the club notifying them of a meeting, a notice is printed in the *Bulletin Board*, which is sent to every club member.

Two more bicycle thieves who fell into the meshes of the Milwaukee police have come to grief. The other day Edward Reiss had a bicycle stolen out of his barn on Eighth Street. He reported the theft to the police, who began a search for the machine. On last Sunday evening Sergeant



MISS BERNIECE STRINGER, OF ELGIN.



Schneider and Patrolman Rouser noticed two seedy individuals with a wheel which they were trying to sell. They were closely questioned and did not give a satisfactory statement, whereupon they were arrested. The culprits gave their names as Thomas Lavin and James Morse and on Wednesday pleaded guilty to stealing the bicycle, whereupon each was sentenced to the House of Correction for two years by Judge Wallber.

The Mercury club will again hold its road race this season from Racine to Milwaukee. It is expected that a great deal more interest will be taken in the event this year by Racine Wheelmen than was manifested last year and the prospects for a large number of entries are bright. The club is arranging a cinch party to be given this week at its rooms. The entertainment given at the South Side Turner hall on the 12th inst. was a huge success.

Gustav Simmerling, president of the Associated Cycling Clubs and a prominent member of the Mercury Club has resigned from both organizations, and will devote all his spare time to the study of law. Simmerling was the organizer of both the association and the club and the riders are loath to accept his resignation. He is a hard worker and one of the best known wheelmen in the city.

### CYCLE SHOW AT ST. LOUIS, FEBRUARY 7.

ST. LOUIS, Mo., Jan. 21.—A local cycle show will be held here on February 7 and 8. Reports of the show committees at the last meeting of the Associated Cycling Clubs, show that there are more applications for space than can be conveniently accommodated. The local dealers, with the exception of about three, will show 1895 models. Uhrig's Hall, where the show will be held, is large, well lighted, and centrally located. In view of the fact that the majority of the dealers are working in harmony with the Associated Cycling Clubs the show promises to be a great success.

The St. Louis Cycling Club boys are jubilant over the fact that their clubmate "Bud" Weaver succeeded in getting second prize in the Morgan & Wright contest for the second most meritorious ride. Accompanied by Alex Laing, J. A. Weaver, and "Bud" Bersch he left the clubhouse at 4 a. m. one Sunday last August and headed for DeSoto. On the way down Laing and J. A. Weaver met with an accident which prevented their making the entire trip and they took a short cut from Bulltown to the Gravois Road. "Bud" Weaver and Bersch kept on to DeSoto, going from there to Valle Mines, coming back to DeSoto, and thence west to Morse's Mills coming home via House's Springs, High Ridge, and Fenton. The distance is 128 miles and some idea of the roads can be obtained as it took riders of more than average ability 21 hours to make the trip. The entire route is extremely hilly and with the exception of the DeSoto and Gravois Roads the surface is miserable. Both riders finished without accident to wheels or tires, but as Bersch was mounted on a Rambler, with G. & J. tires, he was not in the contest.

It will be remembered that not long ago, L. D. Cabanne got into a heated argument with the driver of a bakery wagon, who smashed his wheel as it was leaning against a curbstone. Cabanne entered suit for the damages done to his wheel and last week judgment was rendered in his favor for \$33.

### Berniece Stringer.

The cut on opposite page represents Miss Berniece Stringer, of Elgin, Ill., as she appears at the cycle show at the Excelsior Supply Co.'s booth, wearing the 1895 pattern of the Barr Tailoring Co.'s bloomer suit. The Excelsior Supply Co. are agents for this suit, and have already taken many orders for them among the many admirers at the show. Miss Stringer is a modest little lady, an enthusiastic cyclist, and one of the speediest riders around Chicago. She and her sister were the first to introduce bloomers in and around Elgin. She has an invention of her own, a rainy-day costume that is one of the best things in that line produced up to date. Her bright eyes and rosy cheeks speak well for cycling, and her photo in bloomers will make for the costume many friends.

The St. Joe Wheelmen organized at St. Joseph, Mo., last week, J. C. Barrett is president and Charles Kindevatter captain.

### LOUISVILLE CLUB GOSSIP.

LOUISVILLE, Ky., Jan. 20.—Riding being out of the question, the wheelmen of this city are devoting their time and energy to the formation of wheel clubs. Two new clubs have been organized within the past two weeks, and one old social club has decided to drop the social privileges and take up wheeling.

The Louisville Senate of the Knights Ancient Order Essenic is composed of nearly all wheelmen, at least seventy-five per cent of the membership being practical wheelmen. When the bicycle carnival was given in November last the wheelmen members of this organization turned out in full force, and had a larger number of men in line than any other organization, and were also very highly complimented upon their general appearance as well as the way in which they rode as a body. Mr. Homer C. Harding deserves full credit for all of that, as he hunted up each member and begged him to come and practice or drill to ride. The success of their efforts after such a small time devoted to practice, has given them the idea of forming a military company out of the ranks of the order exclusively. As Mr. Harding had succeeded so well on the former affair, he has been given full charge of the organization. As said before, the members of the military company will be only members of the Essenic Senate, and all meetings are held in connection with the regular sessions of the lodge. The initiation fee in the order is \$25.

The Keating Wheel Club is another addition to the cycle club lists. It

has only been in existence a very short time, yet it has the largest membership of any club in the city. There are no fees to be paid as the clubroom is donated free of rent by the president, who also furnished it free of charge. It started with twenty-five charter members, and at the meeting on last Thursday

### Fifty-one New Members

were admitted, and the applications of six persons were rejected. The chairman of the membership committee has the applications of eight more to present at the next meeting. The officers of the club are: President, Eugene B. Dye; vice-president, J. K. Hind; secretary, Harry T. Robinson; captain, Geo. Davis Worth; first lieutenant, E. J. Daubert. This club has a very large number of amateur racing men on its rolls, and the result will be that a great rivalry will be engendered, that will bring and develop many budding racers. On the night of January 29th the club will give a musicale for the entertainment of their friends in which the best amateur and professional musical talent in the city will take part, the invitations are now being mailed.

The Oceola club is one of the older social clubs, that for a long time was the largest in point of membership of any club in the city. For some unaccountable reason the club began to retrograde, and every means

was used to prevent it without success. Finally Mr. R. F. Maxwell, local manager of the Indiana Bicycle Co. branch house, was interested in it, and has begun to work it up. He has brought in a lot of new material that has infused new life into the organization.

Since the completion of the parkway, that has been described in these columns heretofore, a number of the best known business men of the city have endeavored to organize an exclusive cycle club. The question has been agitated during the interval and has at last been brought to a successful point. During the past week the act of incorporation was made; a board of directors and the necessary officers were elected. The incorporators were A. H. Robinson, Helm Bruce, L. R. Whitney, Charles H. Haggerty, Laban Phelps, T. J. Landrum, A. M. Robinson, and A. R. Cooper. The officers elected are: A. H. Robinson, president; Helm Bruce, vice-president; C. H. Haggerty, secretary, and L. R. Whitney, treasurer. The name of the organization is the Louisville Wheeling and Driving Club and the membership will be

### Members of the Local "400"

only. The new club starts with a membership of 100, each of whom must subscribe for \$100 in stock, the money so raised to be used in building a clubhouse on the parkway about five miles from the city. This building will be run on the same plan as all clubhouses and is supposed to make itself self-sustaining. Every member is also required to be the owner of a wheel or a horse, and will use the clubhouse as a place of recreation during the summer.



JOHN S. JOHNSON, AND HIS SKACYCLE.



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GEO. K. BARRETT, EDITOR.

THE TWO SHOWS.

After this week the tradespeople of the United States will be asked to decide which city held the better cycle show, Chicago or New York. There should be but one verdict and that should be in favor of the western city. A careful comparison of the two shows proves conclusively that Chicago is entitled to the credit of having held the most successful show in cycling history. Chicago had her innings from January 7 to January 12 and although heavily handicapped by the lack of suitable buildings managed to show the country what a real show was like.

Never in the history of the trade was there such a large gathering of agents at one place. They came from as far as California and were there to do business. The number of deals consummated in the one brief week of the Chicago Show surprised even the most sanguine. The attendance was large but it would have been larger if the weather had not got mad and turned on the cold faucet. Three nights of the week the temperature was below zero, while on Saturday evening a small blizzard prevailed and many were kept away. Notwithstanding this the total attendance was 30,000, something unequaled in the history of shows held at Battery D.

The exhibits were away above the average and the entire show was a success. Out of eighty exhibitors interviewed by THE BEARINGS' man last week there was not one complaint and every one agreed that the Chicago Show was the best ever held. That's what counts among manufacturers and dealers alike.

New York is now trying to give a better show than her western rival, and from reports Gotham is not succeeding as well as she expected. Her magnificent Madison Square Garden gives her an advantage that is hard to overcome, but this is the chief and only feature. There are less exhibitors, fewer wheels on exhibition, and less business done than at Chicago.

While there is little or no enthusiasm shown by exhibitors or agents, there is more than one reason to explain this. In the first place the managers of the New York Show are in it only to make money, and therefore take but little interest in the welfare of their exhibitors. They did not advertise properly, and they have not got the agents here that Chicago had. Dealers make or break a show and the sooner New York realizes this the better. A manufacturer pays his good money for space at a cycle show not so much to educate the people, as to dispose of his output. He can not do this if the agents do not come, and therefore New York makes a great mistake in catering to the 400 of New York, instead of to the people who sell the goods for the cycle tradesmen. It may sound very nice to say that all swelledom attended the show, but that does not recompense the maker for the time and money expended in attending. This is why we say that Chicago will get the verdict, and that the jury of American tradesmen will give it without leaving their seats.

THE RATIONAL DRESS.

The good work goes merrily on, and every day sees many new converts to the cause of dress reform, and in 1895 the rational dress will score a decided success, judging from the way things look at present.

The two cycle shows have proven that the manufacturers believe the new dress will be universally used, for nearly every one of them are building diamond-frame wheels for women. Now, cycle makers generally have

wise heads, and if they did not see a future for this style of machine they would not spend good money in trying to introduce it to the public.

But this is only one of the bits of evidence. Society, especially in the east, has taken up cycling and now if one don't ride a wheel one can have no right to use a coat of arms, or to have his or her name in the blue book. Society has also declared itself loudly in favor of rational dress. Now that the stamp of approval has been set upon it we will see every other wheel-woman tastefully clad in these most convenient garments. The people, too, are beginning to realize that it isn't such a terrible thing to be seen in a pair of bloomers. Because a woman shows her lower limbs, neatly encased in gaiters, does not mean that she is at all immodest, or bold. Those who ridiculed the garments at first are beginning to realize that they are really a good thing. Men who last year said they would rather see their wives or sweethearts dead before they would let them appear in public in such attire are becoming converted, and are now beginning to realize that women do not wear bloomers with a desire to appear masculine, but to be so attired as to derive some enjoyment from cycling.

The year of 1895 will be a bloomer year.

BIG MILEAGES AND FAST TIME.

In the annual mileage competition of Morgan & Wright, Dr. Milton Keim, of Philadelphia, a rider over fifty years of age, was awarded first prize for the greatest individual mileage on one set of Morgan & Wright tires in 1894. He covered 18,358 miles. A. A. Hansen, of Minneapolis, was second with a record of 15,006 miles, and Dr. Milton Keim, Jr., of Philadelphia, third, with a record of 12,675 miles.

The total mileage for 1894, of the ten sets of Morgan & Wright tires used by the ten leading competitors, was 107,845 miles as against 54,285 miles in '93, making an average of 10,784½ miles per set in '94, against 5,428½ miles in '93. Seven riders exceeded the mileage which won first prize in 1893—A. A. Hansen's 8,114 miles.

A. E. Smith, the Chicago letter-carrier, won first prize for the most meritorious ride on Morgan & Wright tires in 1894, by his ride from Chicago to New York last September under most unfavorable circumstances, in 7 days 20 hours and 20 minutes.

C. C. Weaver, of St. Louis, won second with his round-trip ride over the celebrated De Soto hills, a distance of 128 miles, upon one of the roughest and hilliest courses in the country. He completed his run in 21 hours.

E. S. Shenkerberger was third in his ride from Oxford, Ind., to New York and return to Toledo, Ohio, a distance of 1,650 miles, in 14 days and 10 hours, 5 days of which were rainy, making riding extremely difficult.

W. DeCardy, the Chicago road-record breaker, won the prize for the fastest twenty-five miles made in a road race on Morgan & Wright tires in '94. This record was made in the Hilsendegen road race at Detroit, July 28, 1894, in 1:06:16½, which was within 18 seconds of the world's record for the distance at that time. DeCardy now holds the world's road record for twenty-five miles on the road made at Garfield Park, Chicago, October 18, 1894, in 1:03:52½.

W. Bainbridge, of Chicago, was awarded the prize for the fastest ten miles made in a road race on Morgan & Wright tires in '94, made at Chicago August 26, 1894, in the Columbian Eagles' annual ten-mile race. The time was 26:13½, which stood as the world's ten-mile road record for some time.

The Griffiths Corporation Settles.

On January 15 Mr. Alfred Ducros, acting on behalf of the John Griffiths Cycle Corporation, paid to President L. H. Johnson, of the Premier Cycle Co., the sum of \$15,000, and the attachments which have been standing against the Premier Cycle Co., and the Raleigh Cycle Co. were vacated and the keepers discharged. The Premier Cycle Co. will be wound up as rapidly as possible by Mr. Ducros.

Mr. Johnson has organized a new American company, the Premier Cycle Mfg. Co., of which he is president; H. C. Douglas, treasurer, and W. P. Case, secretary. The offices, shipping rooms, and shops will be located at 34, 36, and 38 Watts Street, New York. A line of feather-weight helical Premiers is being rapidly turned out and some are on exhibition at the New York cycle show.

C. P. Warner, salesman for Hibbard, Spencer, Bartlett & Co., has just closed a contract with the Overman Wheel Co. branch at San Francisco, and taken an order from them for thirty Ajax wheels.

The Julius Andrae Cycle Works will henceforth be known as Julius Andrae & Sons Co. The officers of the company are: Julius Andrae, Sr., president; Herman Andrae, vice-president; F. T. Andrae, secretary, H. P. Andrae, treasurer. The change is one in name only, and the business will be conducted on the same lines as heretofore.

Harry B. Hanford Marries.

Harry B. Hanford, of the American Cycle Trading Co., was married to Miss Alice Eddy at St. Paul last Monday. E. C. Bode was best man. Another Chicagoan who surprised his friends by jumping into the matrimonial pool was A. G. Moore, of Hibbard, Spencer, Bartlett & Co., who married Miss Dedie O'Neill on New Year's Day.



# THE BEARINGS Bicycle Tour IN EUROPE

BY EUGENE LAY

bright scarlet uniforms of the English soldiers—and they are numerous—reminds one that he is still under a civilized government. Leaving the steamer, we could but note the multitude of big guns, always ready for action on the rocky prominence, high above. Gibraltar has its

## Characteristic Sights.

Nothing can be more ridiculous than to see a horde of Moorish men, women, and children, dressed in their Moorish costume, running after the foreigners to try to sell their fancy work. The great sight of the town is the big fort, cut into the solid rock. The steamer stopped long enough to allow the passengers to make a fair acquaintance with the town. Leaving Gibraltar we plowed through the cerulean depths of the Mediterranean straight for Algiers, meeting and passing numberless ships and steamers.

On the second day we arrived at the African town, just as the sun had risen, and a prettier sight can scarcely be imagined than that which met our raptured gaze. The houses composing the town are universally white, reminding one of the "White City" on the shores of Lake Michigan. Scores of row boats manned by Arabians came to take us ashore. We noticed with surprise that we were addressed as "thou." We could scarcely believe we were so near to Europe. Algiers is a fine city with many beautiful streets and promenades. A great many Frenchmen and other Europeans live there but the town does not smack at all of Europe. The long white dresses (burnous) worn by the Arabians, give them a most picturesque effect, while the women with their faces covered with veils with two openings for the eyes, make one think of Egypt. The European quarter is fine but does not compare in interest with the Arabian part of the town. The streets are narrow and lined on both sides with one or two story houses with



ARCH OF  
TITUS AND  
CAPITOL OF  
ROME



STREET IN  
SIENNA



(17) AND  
BAY OF  
NAPLES



SCENE IN  
POMPEII



VIEW  
FROM  
CAPRIN  
APPROACHING  
ROME



gardens where the roofs should be. The streets are over run with children wearing little or no clothing, and lined with small shops, whose windows are filled with fancy junk and native perfumes. The whole gives one the feeling of being out of his sphere—not at all an unpleasant feeling, I assure you—and it was with regret that I was forced to return to the steamer. As we sped away I strained my eyes and looked long through my glasses for another last glimpse of the white houses and towering mosques vignetted against the blue background of the sky.

My voyage was nearly over. The twelfth day from New York we sighted the smoking top of old Vesuvius, and a little later steamed into the beautiful and far-famed Bay of Naples. Naples is the chief city of southern Italy, and is splendidly situated. To the east Vesuvius raises its isolated summit with its eternal crown of smoke, Herculaneum and Pompeii at its foot, and to the west is the wide amphitheater of the town, with its multi-colored buildings and background of green hills. The view of the bay from the shores is incomparable, and has from the most ancient times been the subject of admiration and song. We can trace the history of Naples back almost 3,000 years. Its history, however, is uneventful. Its interest lies in the present. The streets are alive with throngs of people, especially on market days. Hardly another city in the world has so many resources in the shape of public entertainments and amusements, or so many delightful excursions. From Naples I started

#### On my Wheel to Pompeii,

one of the most interesting treasure places of antiquity. The roads are good, and I made my visit and returned the same day.

Leaving Naples I found the roads a little hilly, but soon came to a long level stretch. Passing through Aversa, a small village, I arrived at the first point of interest on my route, Capua, celebrated for centuries as the place where Hannibal went to rest after the battle of Cannes. From Capua to Cascano and Mala d'Digaeta I found the roads splendid, and before reaching the latter place I passed the famous bridge, the Ponte Garigliana, where the French Chevalier Bayard alone prevented the Spanish troops from passing in 1503. Then on to Formia, where the remains of the great Roman aqueduct and theater were examined, and a little farther on there came in view a round tower set on a square base, inscribed, "The tomb of Cicero." I only wished his writing had been interred with him when I looked back on my school days. Some ten miles farther on I came to Itri, picturesquely situated on the side of a hill. On the other side of the road in a valley lies Fondi, remarkable for a big round tower. This place was celebrated for the brigands who years ago made it their headquarters under the celebrated Michele Pezza, who was familiarly called "Fra Diavolo," whose fame has been handed down in the opera of the latter name. His favorite pastime was that of "holding up" coaches and

#### Killing the Travelers

who refused to give him the money he demanded, or who failed of ransom by their friends. After crossing a beautiful bit of country, I passed through two old brick gates where toll was collected in olden times, and on through Terraciana, which was some centuries ago a very important city. From the villa of Pope Pius IV there is a picturesque panorama embracing the beautiful gulf and the Ponza Islands. From Terraciana I started across the Marias Pontins, or the Pontine Marshes. The road over these marshes is twenty-six miles long and is in a perfect state of preservation, a fact wonderful to remember when one realizes that it has stood for about 2,000 years—from before the time of Caesar. I passed on to Cesterna and Velletri, the former of little importance while the latter is beautifully situated and is famous for its many beautiful women and its old churches and palaces. After a short but steep bit of hill climbing I reached Genzano, from which I got the first glimpse of Rome. From this point the road is a gentle down grade for twenty-one miles in a perfectly straight line. It is part of the celebrated Via Appia.

The Eternal City contains so many beautiful sights and so many places

of interest that I dare not enter into a description of them. At every turn there is something of historic interest. It is unique in its style and is unlike any other city in the world. The country to the north of Rome is called the Campagne d' Roma and is almost deserted, making one long for the city he has left behind. Proceeding I passed through Ronciglione, a small town celebrated for a castle of one of the old popes. It lies on the border of a beautiful lake; on through the very interesting Etruscan town of Viterbo, lying at the foot of Monte Cimino, with its unique fountains, ancient churches, and time-worn palaces; through Monte Fiascone, famous for its wine, and on to Orvieto situated on a hill of volcanic formation. A cathedral of Gothic architecture in the last named town is one of the most interesting in all Italy. It was 300 years in process of construction and is filled with beautiful

#### Paintings, Sculpture, and Mosaics.

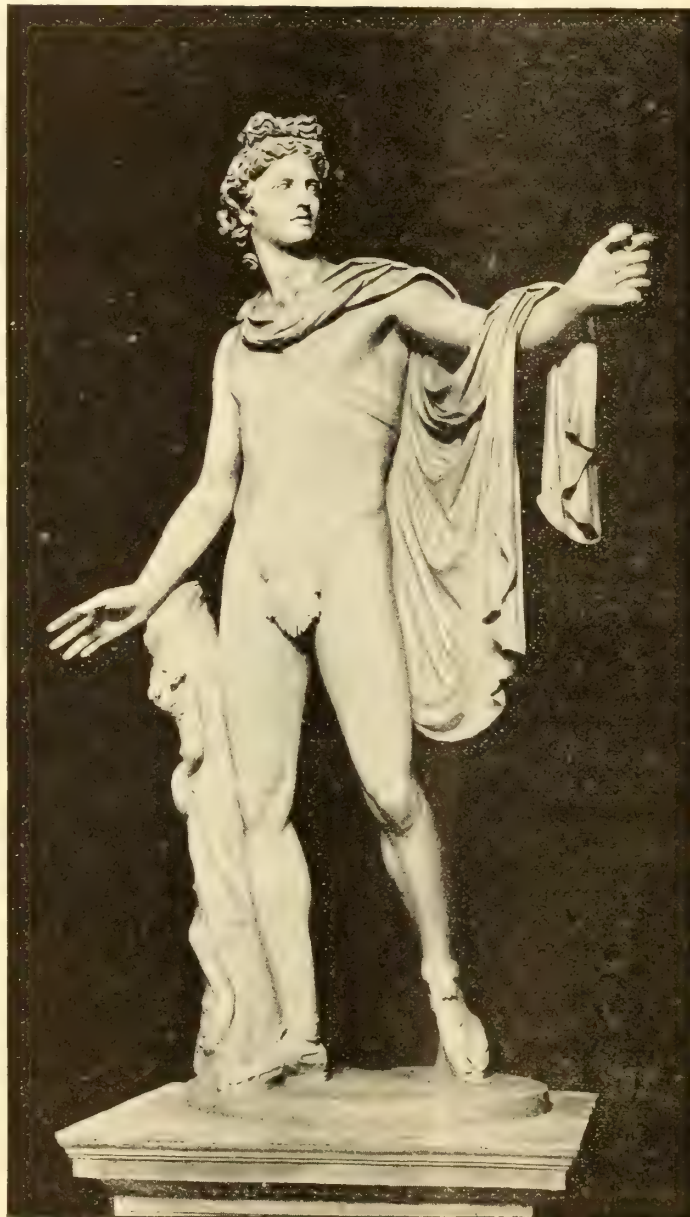
One of the curiosities of the town is an antique well constructed by the order of Pope Clement VII, cut from the solid rock, with two spiral staircases leading to its bottom. The next town on my route was Chiusi con-

taining cathedrals of the twelfth century as well as many interesting Etruscan tombs.

From San Quirico to Buonconvento and Sienna the roads are perfect and the scenery is so grand that I could but stop frequently to admire the perfect landscapes.

Sienna is one of the few cities in Italy that has kept its antique aspect. It is more than interesting. Its cathedrals are among the finest in Italy, the floors being paved with the finest of mosaics and the ceilings covered with magnificent frescos by Raphael. The narrow streets of the town with their large and sepulchral palaces impress the visitor strangely. For lovers of art the city is full of interest. From Sienna to Florence, passing Empoli on the way, the road is smooth and down grade throughout. The Tuscan fields on either side are beautiful and are fruitful at all seasons of the year.

(To be continued.)



#### Patterson Wants His Prizes.

EDITOR BEARINGS: Repeated letters addressed to the Wellsville Wheel Club, A. C. McBane, secretary, Wellsville, Ohio, and H. E. Raymond, our National Racing Board chairman in regard to prizes won at a tournament held on national circuit under the auspices of the Wellsville Wheel Club, October 2, 1894, have failed, except in the case of Mr. Raymond, to bring any reply. The gist of his reply to my first letter was that the matter would receive his immediate attention and notice would be given me of the result, but with all faith in our retiring chairman, communications since have failed to bring any reply. As a contestant in several Class A races (not being a crack-jack) I won and was entitled to two second, and one third prize. My invitation was dated Wellsville, Ohio, August 27, 1894. Entry blanks and prize list were forwarded me. I was entered regularly and following the Steubenville races of the national circuit, October 1, 1894, I attended the W. W. C. meet on the 2d with the result above mentioned. The prizes were on exhibition at the time of the races, but on account of other engagements I was compelled to take an early train leaving Wellsville. However application was made for my prizes, but the person appointed to do the distributing not being present at Groetz store when application was made, I left my name and address with instructions for the secretary to forward.

As you see personal letters have failed to give me satisfaction, and if you will kindly publish this statement of facts in your valued paper, its circulation is bound not only to bring the matter to the notice of the officer of the Wellsville Wheel Club but to the members, and not alone to the chairman of the L. A. W. Racing Board, but also to the officers and members, many of whom I know want to see justice done by its members. If I am entitled to them, and I claim I am (having paid my entrance fees duly), should I not have them?

J. E. PATTERSON.

WILLIAMSBURG, PA., Jan. 2, 1895.

H. S. Bradford, of the Tracy, Wells Co., was in town this week.



"Envy is blind and knows nothing except to depreciate the excellences of others."

"Who dares not speak his free thoughts is a slave."

## Why Are We Boycotted?

- BECAUSE** We are too popular.
- BECAUSE** They know the demand for the Waverley and are afraid to put their own goods alongside of it.
- BECAUSE** They know that the superior excellence of our wheel would knock them out of hundreds of good sales.
- BECAUSE** We have the unheard of audacity to announce the facts concerning the grade of our wheels in plain every-day English.
- BECAUSE** They think the Waverley is too good for the money—and many other reasons.

Isn't it rather strange that the great "Sell my goods and none other," was at all times ready to yield a point and permit his agents to take on any other line but the Waverley? What does it signify? That the Waverley is the best wheel? Certainly! No other meaning will or can be accepted by the agents and their friends. Didn't the mechanical expert sent by the *Chicago Times* select the Waverley as the highest grade wheel in the show? Didn't the dealers testify to its merits in actions that spoke louder than words by keeping our booth crowded from 9 o'clock Monday morning till 11 o'clock Saturday night? Did we not book more contracts than any other exhibitor in the Chicago Show?

Stop and consider three things, dear reader.

1st. The only bicycle that is actually boycotted by the exclusive contract deal, is the Waverley.

2d. The Waverley was picked out from among the 1,500 bicycles on exhibition as being the highest-grade machine in the Show by a mechanical expert in the employ of one of the great Chicago daily newspapers.

3d. That more than twice as many dealers visited our booth as any other in the Show, and that we booked twice as many orders as any other concern represented.

What does it all mean?

**That the Waverley is the Highest of all High=Grades.**

**TERRITORY STILL OPEN TO GOOD MEN.**

**CATALOGUE FREE.**

# INDIANA BICYCLE CO.,

**BRANCH HOUSES:**

CHICAGO: 184 Madison St.

BOSTON: Columbus Ave.

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CINCINNATI, OHIO.

DENVER, COLO.

BUFFALO, N. Y.

SAN FRANCISCO, CAL.

ATLANTA, GA.

SAN ANTONIO, TEXAS.

**Indianapolis, Ind., U. S. A.**



## KNUDSON WORKS HIS WAY ALONE.

**He Talks Spanish to the Mexicans by Gestures—Lives for Days on Beans and Turnips.**

MILWAUKEE, WIS., Jan. 20.—In THE BEARINGS two weeks ago an account was published of a trip by two Milwaukeeans—John F. Reitzner and Charles Knudson—to New Orleans. It was stated that Reitzner had turned back on account of business when he arrived at San Antonio, Texas, but that Knudson had pushed his way further south and at the time of the last writing was traveling in the wilds of Mexico. The lone rider has again been heard of and his letter furnishes interesting reading. In a letter written to the members of the Mercury Club, to which he belongs, he gives a graphic description of his trip.

When last heard of he was in San Luis Potosi, where he was resting for several days. Judging from the tone of his note he was in the best of spirits in spite of some of the hardships he was subjected to, and at present the members of the Mercury Club are gossiping not a little about the spunk Knudson has shown on his lonely journey. After he left Reitzner at New Orleans, he worked his way into Texas and crossed the river into Mexican territory. He found the customs of the people very different from those on American soil. Not being able to talk the Spanish language he encountered a little difficulty in conversing with the natives whom he met, but through gestures and a few words of English such as the Mexicans understood he got along without any adventures. The natives, many of whom had never seen a bicycle, were deeply interested in him, especially in small villages, which he frequently passed through. To them the bicycle was a novelty but all expressed their admiration for the machine. In larger towns, however, he met quite a number of wheelmen and all gave him a hearty welcome and through interpreters he told his sun-burned brethren of his trip from the far north.

### That State of Prosperity

which predominates in the north was not found, but the people though poor were all hospitable and aided Knudson in whatever they could. In his letter he speaks very favorably of them. In part of his letter he says: "You boys can't realize some of the hardships I have endured since I left Saltillo. Not that the natives have mistreated me in any way, but I had such poor grub to contend with and some of the places that I had to sleep in were not fit for a dog to sleep in." Evidently he does not relish the food he received, for he continues: "I lived for days on beans and turnips and did not even get a cup of coffee to brace me up. So you can imagine how I felt when I arrived here (San Luis Potosi)." From Monterey to Carneros the land in Mexico is very mountainous and wild. It was through this region that Knudson traveled alone and unprotected save a trusty six-shooter, with which he is not an adept at using. Mountain after mountain rose before him as he pedaled along, but the laborious work did not discourage him. He kept on and when he arrived at Carneros he was told that he had traveled over land that was 7,000 feet above the level of the sea. During his journey in these regions he had not only rough and wretched roads to contend with but cold weather as well. On the morning of his leaving Carneros he reports that the creeks in that part of Mexico were covered with two and one-half inches of ice and that the cold weather made riding anything but comfortable work. How many riders are there that under such conditions would have let their back point in a northerly direction and bear on still further away from home?

Part of his story is equal to the trials that Frank Lenz talked about. South of Carneros is a large desert. Until Knudson crossed it that territory had never been traversed by a wheelman. It is 200 miles wide and in that section he met with the severest trials.

### The Desert is Unpopulated

with the exception of a few huts at long intervals and the occupants of these shanties bear an unsavory reputation. When Knudson plowed into this desert he knew not what was in store for him, and now he does not advise anybody to venture the trip he made alone. After he had left the 200 miles behind him, which distance he traveled in a trifle less than a week, he met wheelmen in larger cities who told him that the desert was a resort and hiding place for Mexican bandits, and that few men acquainted with the ground would attempt to cross the country alone at that point. Many of the wheelmen he met thought he was lucky indeed to escape with his life, to say nothing of the injuries he might have received at the hands of some of the cut-throat greasers.

Knudson's trip attracted attention through the republic. When word reached the City of Mexico that an American rider was traveling to that city from Milwaukee, *The Two Republics*, the principal English paper in the capital, caused its correspondent to gather facts about the trip and the rider, and as a result a lengthy article was printed by the paper. This publication was of great advantage to Knudson, who was

### Royally Received by All Americans

who met him. He has been notified that a grand reception is being planned for him when he arrives in Mexico.

Knudson is about due at the capital at this writing. He says that he will remain about two weeks in the City of Mexico and will then return to Milwaukee by rail. He went out on the trip for pleasure and adventure, and when he returns he will be able to convince his fellow club-members that he has had it. In the meantime the boys in Milwaukee are admiring his grit, and those who predicted that he would never get further from home than South Milwaukee are the loudest in lauding him for advertising the Mercury Club.

## BUFFALO HOLDS HER OWN.

**Harley Davidson Wins Two State Skating Championships—Eddie Bald Signs With the Pope Mfg. Co.**

BUFFALO, N. Y., Jan. 21.—The many friends of Harley Davidson, the Canadian cycling and skating crack, received with pleasure the news of his victory in the quarter and mile skating championship races at Newburg on Saturday. Harley is a prime favorite among the local push, and his movements will always be watched with interest.

The success of the Press C. C. ball last Tuesday has been a fruitful topic of conversation among the local knights of the bicycle. The function reflected great credit upon the committee in charge. The very best people of the city were in attendance.

None of the national circuit chasers, nor Zimmerman, put in an appearance and of course they were missed; genial Eddie Bald, Michael F. Dirnberger, Jr., Charley Callahan, and other local Class B's were present. During the evening a telegram was received and read aloud, which created much applause. The message was from Leonert and little Louis Callahan, who are on a trip in Mexico with the irrepressible Spooner. It read as follows:

"MORGAN CITY, LA., Jan. 15, 1895.

"To the Press C. C., Buffalo, N. Y.:

"On our way to San Antonio. Success to the Press ball.

"LEONERT and L. CALLAHAN."

The success of the ball was well deserved and in addition thereto it was a good thing for local cycling. It demonstrated that the pedalers of the silent steed are not a congregation of hoodlums but an aggregation of intelligent and educated gentlemen. More than this, it has spurred the Ramblers B. C., the only other representative club in Buffalo, to increased exertions in an endeavor to make their ball at Music Hall, on February 7, out-shine that of the orange and black.

A new organization here is styled the Parkside Wheeling Club. 'Tis young yet and inexperienced, but it is likely to cut quite a caper with the unattached cyclers of Buffalo. Scarce two months ago it saw the light of day in an attic with a spider-webbed skylight window, and now 'tis snugly ensconced in a neat little suite of rooms prettily furnished.

### The Officials in Charge

are a hardy lot of fellows and will work industriously to make the organization successful.

Eddie Bald has signed with Pope to ride a Columbia the coming season. Stearns was after the boy and offered him a salary much higher than he received last year. Eddie would have gone to Syracuse to see Stearns personally but for an attack of the grip. In the meantime he communicated with Pope, and was asked to come to New Haven to talk matters over. He went last Thursday, and affixed his signature to a contract. Dame Rumor has it that he will get between \$2,500 and \$3,000 for the circuit season.

The representative of THE BEARINGS visited Chairman Ducker yesterday with a view to obtaining some news. In reply to his questions Mr. Ducker produced a batch of applications for sanctions from all parts of the state. He has not fully laid out his work yet, but has decided to hold a spring and fall circuit, covering the important cities in the state. That Buffalo will be in these circuits is an assured fact, and plans are already being laid to hold a big meet here July 4. Mr. Martin has stated that the Martin twenty-five mile handicap will be run on Decoration Day as usual, and that the event will eclipse all its predecessors. He expects to put up at least three time prizes and about seventy-five place trophies.

### First Place

will probably be worth an even \$1,000, and first time prize \$300. Penseyres & Haberer, manufacturers of the Globe, have decided to run their second annual "twenty-five" a week after the Martin, and they too will put up a handsome prize list. The *Evening News* race, which was a failure through lack of management last year, may also be run, but this question has not yet been fully decided. The track scheme is booming. Henry Ducker is looking for a site, and the local baseball authorities are figuring on the advisability of putting up a good third-mile circle in the ball park. Chances are that we will have a track. Not in fancy, but in fact.

### New York Wheelmen, Attention!

A bill now pending before the New York Legislature, and introduced by Mr. Childs, calls for the construction and maintenance of a public highway as a state road, and authorizes and directs the employment of convicts thereon, and provides for acquiring necessary lands therefor. The plans ask that the road shall be from 60 to 100 feet in width, and extend from Sag Harbor, in the County of Suffolk, northerly to Albany, and from thence to the City of Buffalo.

The act calls for the appropriation of \$10,000 to meet the expenses of construction and adds that it shall take effect immediately. All wheelmen and periodicals throughout the state are asked to use their influence to get the act passed.

### Tyler Buys a Motor Cycle.

E. J. Pennington, inventor of the Motor Cycle, has sold one of his machines to H. C. Tyler for a pacemaker. He is designing a special shield for Tyler's use. A. G. Spalding is the Chicago agent for the Motor Cycle Co. They will have a complete line of the machines and, after February 1, will have them running so that everyone who wishes to take a ride can do so. Thomas Cane & Co. have closed a contract with Mr. Pennington to use his motor engine for driving boats.



# TWICE AS GOOD AS OTHER TIRES!

## Class B—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
1	6	13:46	F. J. Titus, Springfield, Sept. 13, 1894		
2	7	15:57	"	"	"
3	8	18:15 3/5	"	"	"
4	9	20:27 3/5	"	"	"
5	10	22:45	"	"	"
6	11	24:59	"	"	"
7	12	27:18	"	"	"
8	13	29:33 1/5	"	"	"
9	14	31:50 1/5	"	"	"
10	15	34:10 3/5	"	"	"
11	16	36:19	"	"	"
12	17	38:31	"	"	"
13	18	40:43 2/5	"	"	"
14	19	42:36 2/5	"	"	"
15	20	45:08 2/5	"	"	"
16	21	47:21	"	"	"
17	22	49:26 3/5	"	"	"
18	23	51:38	"	"	"
19	24	53:54	"	"	"
20	25	56:04	"	"	"
21	26	58:15	"	"	"

## Class B—Unpaced, Flying.

No.	Miles.	Time.	Name.	Place.	Date.
22	1-4	1:25	Cabanne, Decatur, Oct. 28, 1894		
23	2-3	1:24	Sanger, Waltham, July 17, 1894		
24	1	2:07 1/5	Sanger, Springfield, Sept. 12, 1894		

## Class B—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
25	1-4	2:28 3/5	Brown, Decatur, Oct. 13, 1894		
26	1	2:08 1/5	Sanger (Hand), Springfield, Sept., 1893		
27	4	9:47 1/5	Titus, Lafayette, July 30, 1894		
28	5	12:19 1/5	"	Denver, Aug. 17, 1894	
29	6	15:31 1/5	"	Cleveland, July 21, 1894	
30	7	18:02	"	"	
31	9	23:10 3/5	"	"	
32	10	25:45	Sanger, "	"	

## Class B—Tandem, Unpaced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
33	1-4	2:41 1/5	Rigby & Johnson, Decatur, Oct. 31, 1894		
34	1-3	3:32 2/5	Bernhardt & Goetz, Decatur, Oct. 26, 1894		
35	2-3	1:15 2/5	Titus & Cabanne, Denver, Aug. 17, 1894		
36	3-4	1:30	"	"	
37	1	1:56 4/5	"	"	

## Class B—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
38	1-4	2:3	Rigby & Johnson, Decatur, Oct. 28, 1894		
39	1-3	3:31 3/5	Bernhardt & Goetz, Decatur, Oct. 30, 1894		
40	2-3	1:12	Callahan brothers, Waltham, Sept. 21, 1894		
41	1	1:52 4/5	Titus & Cabanne, Minn'polis Aug. 10, 1894		

## Class A—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
42	1-2	1:59	Porter, Waltham, Oct. 20, 1894		
43	2-3	1:18 2/5	"	"	Nov. 2, 1894
44	3-4	1:28 3/5	"	"	"
45	1	1:58 1/5	"	"	"
46	6	13:43	Meintjes, Springfield, Sept. 14, 1893		
47	7	16:05 4/5	"	"	"
48	8	18:26 1/5	"	"	"
49	9	20:46 3/5	"	"	"
50	10	23:04 3/5	"	"	"
51	11	25:26	"	"	"
52	12	27:43 2/5	"	"	"
53	13	30:03 1/5	"	"	"
54	14	32:19	"	"	"
55	15	34:37	"	"	"
56	16	36:54	"	"	"
57	17	39:11	"	"	"
58	18	41:31 1/5	"	"	"
59	19	43:50 1/5	"	"	"
60	20	46:07	"	"	"
61	21	48:27	"	"	"
62	22	50:48 2/5	"	"	"
63	23	53:04 1/5	"	"	"
64	24	55:22 2/5	"	"	"
65	25	57:40 3/5	"	"	"
66	26	59:52 1/5	"	"	"

## Class A—Flying Start, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
67	1-4	2:25 1/5	Porter, Waltham, Nov. 2, 1894		
68	1-3	3:34 4/5	"	"	"
69	1-2	1:53	"	"	"
70	2-3	1:15	"	"	Oct. 20, 1894
71	3-4	1:24	"	"	"
72	1	1:52 3/5	"	"	"

## Class A—Unpaced Records, Standing Start.

No.	Miles.	Time.	Name.	Place.	Date.
73	1-2	1:03 2/5	Jenny, Oneonto, Aug. 8, 1894		
74	1	2:16 4/5	L. A. Callahan, Denver, Aug. 18, 1894		

## Class A—Unpaced Records, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
75	2	4:55 1/5	Porter, Waltham, Sept. 27, 1894		
76	3	7:28 2/5	Senn, Utica, Oct. 19, 1894		
77	4	10:04	Senn, Utica, Oct. 20, 1894		
78	5	11:26	Coffin, Newark, Nov. 5, 1894		
79	10	25:26	Senn, Utica, Oct. 23, 1894		
80	25	1:05:30	Senn, Utica, Oct. 23, 1894		



# 157 RECORDS!

All on PALMER'S

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# 131 OF THESE ARE WORLD'S RECORDS!

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We do not split distances  
above the mile, as these are  
not recognized by the L. A. W.

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**PALMER  
PNEUMATIC  
TIRE CO.,  
CHICAGO.**

## Class A Records—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
81	1-4	2:27 1/5	Howie, Janesville, Oct. 10, 1894		
82	1-4	2:29 2/5	Beuschoten, Poughkeepsie, Aug. 15, 1894		
83	1-3	3:44 2/5	Porter, Waltham, Oct. 22, 1894		
84	1-2	1:03 1/5	Jenny, Oneonto, June 8, 1894		
85	2-3	1:25 2/5	Porter, Waltham, Oct. 22, 1894		
86	3-4	1:37	Porter, Waltham, Oct. 22, 1894		
87	4	9:51 3/5	Scott, Asbury Park, Aug. 31, 1894		
88	5	12:11	Scott, Asbury Park, Aug. 31, 1894		
89	6	15:15 4/5	J. Linneman, Chicago, Aug. 12, 1893		
90	7	17:43 3/5	J. Linneman, Chicago, Aug. 12, 1893		
91	7	16:50 2/5	Meintjes, London, July 8, 1893		
92	8	19:23 4/5	Meintjes, London, July 8, 1893		
93	8	20:24 4/5	J. Linneman, Chicago, Aug. 12, 1893		
94	9	21:53 1/5	Meintjes, London, July 8, 1893		
95	9	22:52 4/5	Meintjes, Chicago, Aug. 12, 1893		
96	10	24:14 2/5	Meintjes, London, July 8, 1893		
97	10	25:32	J. Linneman, Chicago, Aug. 12, 1893		
98	11	27:55	Meintjes, Chicago, Aug. 12, 1893		
99	12	30:29	"	"	
100	13	32:57	"	"	
101	14	35:41 2/5	"	"	
102	15	38:05 4/5	"	"	
103	16	40:39 1/5	"	"	
104	17	43:10 3/5	"	"	
105	18	45:53 3/5	"	"	
106	19	48:31 1/5	"	"	
107	20	51:18 2/5	"	"	
108	21	53:58	"	"	
109	22	56:39 4/5	"	"	
110	23	59:18 2/5	"	"	
111	24	1:01:59 2/5	"	"	
112	25	1:04:39 3/5	"	"	
113	30	1:17:59 1/5	"	"	
114	35	1:31:02 3/5	"	"	
115	40	1:44:11 4/5	"	"	
116	45	1:57:33 4/5	"	"	
117	50	2:11:06 4/5	"	"	
118	55	2:24:59 4/5	"	"	
119	60	2:39:47	"	"	
120	100 kil	2:46:12 2/5	"	"	

## Class A—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
121	1-4	2:25 4/5	Haggerty & Williams, Wthm, Nov. 2, 1894		
122	1-3	3:34 2/5	"	"	"
123	1-2	1:53 3/5	"	"	"
124	2-3	1:13 3/5	"	"	Oct. 27, 1894
125	3-4	1:32	"	"	"
126	1	1:52 2/5	"	"	"

## Paced, Straightaway Road Records, Single Team.

No.	Miles.	Time.	Name.	Place.	Date.
127	1-2	3:46 2/5	W. H. Penseyres, Buffalo, Nov. 9, 1894		
128	1	1:35	E. F. Leonert, Buffalo, Dec. 13, 1894		
129	1*	1:32	Cordang & Bailleux, Holland, Dec. 2, 1894		

\*Tandem.

## Unpaced, Straightaway Road Record.

No.	Miles.	Time.	Name.	Place.	Date.
130	1	1:52 2/5	E. F. Leonert, Buffalo, Dec. 13, 1894		

## American Hour Records.

No.	Hours.	M. Yds.	Name.	Place.	Date.
131	1	26 1489	Titus, Springfield, Sept. 13, 1894		
132	2	45 1530	Meintjes, Chicago, Aug. 13, 1893		

## Competition Flying.

No.	Miles.	Time.	Name.	Place.	Date.
133	1-4	2:26 3/5	Sanger, Denver, Aug. 18, 1894.		

## Tandem, Standing, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
134	1-4	2:26 3/5	Banker brothers, Hartford, Nov. 7, 1893		

## National Road Records.

No.	Miles.	Time.	Name.	Place.	Date.
135	5	12:55	Monte Scott, New Jersey, Oct. 12, 1894		
136	10	26:07 2/5	"	"	"
137	15	39:30 2/5	"	"	"
138	20	52:51	"	"	"
139	25	1:05:21 4/5	"	"	"
140	50	2:30:40	A. E. Weinig, Buffalo, Sept. 13, 1894		

The English do not recognize any distance less than fifty miles, and their records stand as follows:

No.	Miles.	Time.	Name.
141	50	2:07:15	A. A. Chase
142	100	4:39:28	A. A. Chase
143	212 1/2	12:00:00	A. A. Chase
144	376	24:00:00	C. C. Fontain

## Indoor Records.

No.	Miles.	Time.	Name.	Place.	Date.
145	1-2	1:05 1/5	Barbeau, "A," Philadelphia, A. T.		
146	1-2	1:07	"	"	Comp.
147	1	2:14 2/5	"	"	A. T.
148	1	2:20	Nat Butler, "B," New York, Comp.		
149	3	7:28	Roome, "A," Philadelphia, "		
150	3	7:28 1/5	McDuffie, "B," New York, "		
151	4	10:08 1/5	"	"	"
152	4	12:39 4/5	Roome, "A," Philadelphia, "		
153	5	12:17 2/5	McDuffie, "B," New York, "		
154	5	12:17 2/5	Roome, "A," Philadelphia, "		
155	25	1:08:31	Martin, "P," New York, "		

## Horse Records.

156	....	Robert J. pacer	2:01 1/5
157	....	Alex. trotter	2:03 3/4



## GOSSIP FROM LONDON.

LONDON, Jan. 12, 1895.—Since my last letter we have plunged into a really severe winter. There has been no snowfall in the south yet, but a temperature of five or six degrees below freezing point has covered all the ponds with bearing ice, and skating is being pursued with zest. For those who can face the discomfort of starting forth in such a low temperature, the roads are in perfect condition for cycling.

The *Cyclist* contains a full and interesting account of the luncheon given last week by the Humber company, the attraction being the presence of Elliott Burris, who has been given the management of the American Humber company. Mr. Burris was introduced to a representative circle of cycling pressmen. Both Mr. Burris and M. D. Rucker made a number of interesting statements concerning the new venture, which, as your readers know, will run the factory at Westboro, where once Bronchos were turned out. The business will be run on American lines, prices listed without tires, and wood rims fitted. Yet Mr. Burris took occasion to put in several bad words for the wood rim, and also deprecated the craze of Americans for light machines.

A little while since W. L. Clark, who has been as closely identified as any one with the working of the N. C. U. licensing scheme, wrote in a letter to the wheel press as follows: "The maker's amateur has come to stay, and no amateur definition or licensing scheme will ever throw him out. . . . The licensing scheme is a *wretched dead horse*, and no amount of flogging will get the poor beast on his legs again." C. P. Sisley, in the *Cycle*, has devoted a page to an appeal, based on this declaration by an important Union official, calling upon his readers to demand a

### Broad and Simple Amateur Definition

and to sweep away the licensing scheme. The only practical definition, says Sisley, is the following: "An amateur cyclist is a rider who does not compete for money prizes." He urges clubmen who "want honest sport" to organize by electing to represent them on the local centers only those men who "have the true interest of sport at heart." The idea of a rupture between the Union and the Amateur Athletic Association proving harmful to cycling is pooh-poohed, and the *Cycle* editor concludes by inviting the co-operation of club members and racing men with a view to bringing forward the new definition at the next council meeting. As I have before said the matter is one entirely in the hands of the clubs. If racing men who agree with the gospel of the *Cycle* will only take the trouble to expound it to their fellow club members at their general meeting, and secure their club's approval, a revolution in the Union policy would be only a matter of months. Let the racing men try to do this.

The Manchester B. C. seem to have commenced the New Year well. An initial specimen of their club gazette reached me this week, containing a description of their new clubhouse, opened on Friday. Besides all the usual features of a first-class clubhouse, the new venture includes bedrooms for the use of country members. The address of the club premises is 120 Oxford Street, Manchester.

I am informed that the Catford Club has decided to put down McQuone's track surface, which I recently described, on their new cycle path. The Catford track will shortly be floated as a limited liability company. McQuone, by the way, is quite busy with track contracts. Only recently the

### King of Italy Ordered a Private Track

to be constructed in his grounds for the use of the royal family and the Italian army.

At the Queen's Club—a very select athletic ground in the midst of an irreproachable locality in western London, where the "vulgar herd" is absolutely barred—I hear that cycling has awakened considerable enthusiasm. The club has acquired several cycles, and members are in daily attendance taking lessons in riding. Ladies, too, use the track for practice, and since the cycling feature has been introduced a number of new members have been elected—mostly fashionable people.

I. W. Boothroyd, of Crypto celebrity, is well known among the most enthusiastic all-the-year-round riders in the north of London. It is this incessant riding which enables him to discover weak points in novelties under test, and to prove for himself the durability of very light machines. Whatever the weather he pedals from Finsbury Park to the Crypto depot in Clerkenwell every morning. His mileage registered last year was 4,808 miles, ridden during 345 days—and mostly on a Bantam.

Lady Edith Ward, the daughter of the Countess of Dudley, who became Lady Wolverton last Saturday, is an enthusiastic cyclist. One of her wedding gifts was a Humber lady's safety.

Last Saturday the North London C. C., better known as the Mudlarks, held their annual dinner. A. J. Wilson (Faed) was present and recalled the days when he founded the club—in 1883. At that time tricycling was in full boom, and Faed was an enthusiastic rider and racer on that type. Charles Coburn, the famous comedian, contributed several songs during the evening. On the same evening the Holborn C. C., a club boasting a vigorous social programme, dined at the Holborn restaurant.

F. T. Bidlake, who, it is reported, is about to marry, has resigned the Stanley C. C., but continues to belong to that body's clubhouse. P. C. Wilson, late London representative of the Whitworth company, has resigned all his clubs and betaken himself to Birmingham for business purposes.

Major General Strachey,

### One of Most Distinguished Officers

in the service, took to the safety a short while ago, and has just been elected

to the Stanley C. C. Often may he be seen coming back to town on his machine, utterly regardless of the fact that his clothes are covered with mud. His example has now, according to the *Evening News*, been followed by almost a majority of the officers of the brigade. In fact it is fast coming to this: That a guardsman who does not cycle is thought as poorly of as a guardsman who does not ride—if such a one there be. Imagine the horror of a guardsman of five years since, or less, at the sight of a brother officer in cycling clothes in the heart of the West End! The major-general has a strong predilection for the spring gear wheel.

In the *Windsor Magazine*—a new monthly which is struggling hard to differentiate its features from those of its competitors for public favor—the following appears on the subject of rational dress: "Woman owes most of her pleasure to man, and therefore, rational costumes must be stylish, graceful, and feminine to be approved and worn by the adherent to conventionality." Ahem! No doubt, too, cycling should be indulged in without any evidence of effort or disturbance of the composure which always adorns the "adherents to conventionality."

C. W. HARTUNG.

## PHILADELPHIA AFFAIRS.

PHILADELPHIA, PA., Jan. 21.—With the opening of the New York Cycle Show affairs are somewhat dull in this city, and for the next week the interest of the dealers will be centered on the metropolis. Nearly every house in town will be represented, in fact many tradesmen are already there, having gone over yesterday and today. Local wheelmen will also be well represented, and several of the clubs will go over in special cars.

Messrs. Garden and Brewster left this city for Springfield on Friday night, whither they were called by the Overman Wheel Co., to complete the final arrangements for the transfer of the branch in this city. Mr. Brewster returned today, and in answer to a query from THE BEARINGS' representative said that everything had been fixed up in a satisfactory manner. The firm has received the various models of the Crescent wheel, manufactured by the Western Wheel Works.

W. C. Marion, representing the Indiana Cycle Co., was in town last week and succeeded in closing a deal for the opening of a branch house in this city. H. S. Simmons, formerly of Hart's and latterly of Spalding's, will have charge of the new branch and his four years of experience in the business will stand him in good stead. A store at 913 Arch Street has been secured and will be thrown open to the public as soon as alterations are made.

### Will Deal In Bicycles.

The American Sewing Machine Co., a firm that has made a world-wide reputation, have branched into the bicycle business and expect to make a strong bid for a share of the trade in this country. Their extensive plant at Twentieth St. and Washington Ave. is a splendidly equipped affair, and thoroughly capable of turning out wheels of the best workmanship. The firm will make the American wheel and will exhibit at stand 58 at the New York cycle show. The wheel comes in three styles, American roadster weight twenty-five pounds; American semi-racer, weight twenty-two pounds, and ladies' American, weight 23½ pounds.

It having been decided to hold no bicycle show here this year, Emil Werner, proprietor of the Philadelphia Cycle Bazaar, at Broad and Vine Streets, has decided to give one for his own interest. He handles several makes and each will have a separate stand at his large establishment. A representative of the firm manufacturing each wheel will be on hand to explain the merits of the different ones. Invitations have been extended to the general cycling public and Mr. Werner has every indication of success in his enterprise.

The Century Wheelmen had their annual minstrel show during the week and as usual succeeded in drawing a crowded house to their pretty theater every night. The show was far in advance of previous affairs and was an artistic as well as a financial success.

### Club Affairs.

The Northeast Wheelmen held their annual meeting last Monday night and elected the following officers: President, D. C. C. Kurtz; vice-president, Daniel McAvoy; secretary and treasurer, F. G. Buckley; corresponding secretary, J. E. Sheets; captain, J. L. Weckerley, first lieutenant, J. Watts; second lieutenant, H. Price; third lieutenant, P. Williamson; color bearer, J. S. Summers.

The Riverton Athletic Association, which owns and controls the famous Riverton, N. J., track, held its annual meeting last Tuesday, and decided to further improve the track and arrange for a series of race meets to be given early in the spring. The election of officers resulted as follows: President, C. W. Davis; vice-president, Louis Flanigan; secretary-treasurer, W. G. Wilson; board of governors, A. J. Briggs, W. G. Wilson, J. T. Murdock, George Carpenter, and C. C. Rianhard.

One of the important culminations of the business meeting of the Golden Eagle Wheelmen was the consummation of a much talked of question that has enthused new life into the apathetic as well as the progressive members. The Eagles have seriously contemplated removal for some time, but the propitious occasion did not make its appearance until the investigating committee reported that they had the offer of a large and handsome three-story house at 2131 Park Avenue, sufficiently adequate for the accommodation of their rapidly growing and influential membership. After due consideration the board of directors were instructed to close negotiations for the house and make a change of quarters as expeditiously as possible.



## IN GREAT DEMAND.

As popular as the Columbia Pad Calendar has always been, no demand has ever approached that for the present edition, and still the requests for it number hundreds daily. With a separate leaf for each day, containing wise and witty sayings of literary men all over the country, made brighter with attractive pen sketches, and plenty of blank space for recording memoranda and the like, it is decidedly a most useful desk companion. It can be had for 10 cents by calling upon the nearest Columbia agent, or by sending five 2-cent stamps to the calendar department of the Pope Mfg. Co., Hartford, Conn.

Well, old man; how's business? Booming. I have just received an order for 4,000,000 pairs of sprinting shoes for the Chinese Army.—*Wasp*.

A well-formed and properly trained body is conducive to an energetic and well-balanced mind. Get that training on a Columbia.

### Columbia Catalogue for '95.

The new Columbia catalogue is a magnificent work of the printer's and illustrator's art. The letter press is in black ink with marginal notations in red, diversified by pertinent pen and ink sketches in black in the extra wide margin. Every rider and lover of wheeling will want it, for it interestingly explains in detail the excellent construction, superb finish, and elegant equipment of Columbias at their new price—\$100, and gives full information regarding the next best bicycles—Hartfords, at \$80, \$60, and \$50. It may be obtained free by calling upon the nearest Columbia agent, or it will be mailed for two 2-cent stamps by addressing the publishing department of the Pope Mfg. Co., Hartford, Conn.

Columbias at \$100,—Hartfords—\$80, \$60, \$50.

### Unseasonable.

Now comes the time of drifting snow  
Of chilling frosts and icicles,  
And jocund jokes no longer "go"  
'Bout bloomer girls and bicycles.—*Puck*.

### Already Winning Praise.

A prominent Philadelphia rider who has ridden the new Columbia, Model 40, says: "For the first time in my life I have not a single suggestion to make toward any improvement. I certainly feel that every rider is under a great debt of gratitude to the Pope company for turning out such a perfect wheel. Am glad I am not a competitor, for I could never argue any intelligent buyer out of a '95 Columbia—had he had an opportunity to examine one." Such praise augurs a successful season for Columbia agents.

### Cheap Enough.

*Cutting*: "These spectacles won't do, Cohen. I can see double with them."

*Cohen*: "Vell, dere vos notting schmall apout me. I sharges you no more for dem on dat account."—*Judge*.

### Here's Health for You!

My cheek was fast losing its color,  
My life slowly ebbing away;  
But the doctor's prescription was bicycle—  
And I'm stronger and better each day.  
I've stolen the red from the roses;  
The winds softly smite, but they heal,  
And if you are glad I'm alive, sir,  
Just bless this Columbia wheel.—*L. M. S.*

### Where the Crowd Centered.


What seemed to be one of the most interesting and instructive exhibits at the Chicago and New York Shows was that of the Hartford Rubber Works Co., where all the products of their skill were displayed. At all times throngs surrounded the place where the single tube tires were being shown and explained. The illustrations of the methods of repair were very clear, and proved the single tube to be exceedingly simple and practical. The expressions of approval and endorsement regarding the construction of these tires were many, and scores of agents and dealers who will handle a quantity of tires this season placed orders for them.

The climax of mechanical genius is reached in Columbias,—\$100.

Stanley Hall calls woman the natural guardian of good manners, morals, and sentiments, the agent of permanence and conservatism; and says that the attempt is futile to disguise or deride the fact that she is as much of a biped as man, and needs as much exercise, good blood, lungs, and abdominal muscles.

The Wisconsin Division L. A. W. will hold a banquet at the Hotel Pfister, Milwaukee, on January 22, at which the formation of a Good Roads Wisconsin League will be promulgated.

The Badger Wheelmen, which was formerly known as the Little Push and the Junior Club, has been re-organized for the coming season and now has fifty members in good standing. The club has some of the speediest men in its ranks and its future is promising. An elegant clubhouse has been rented on Wells Street between Twenty-first and Twenty-second Streets. The following new officers have been elected: President, H. Oscar Blecher; vice-president, George H. Chapin; corresponding secretary and treasurer, Frederick G. Cramer; financial secretary, William A. Krasselt; captain, Walter Schrader; first lieutenant, Edward W. Jones; second lieutenant, Henry J. Schmitz; directors, Conrad Reinke, D. C. Meyer, Edward W. Jones, Frank Jones, and Eric Reinke.



COLUMBIAS—THEY ALMOST FLY!


# Columbia

## Bicycle,

# \$100.

**THE COLUMBIA** is not called a "special." Nothing but plain Columbia. Everybody knows that Columbias are the best that can be made.

Those who were at Chicago say Columbias were finer, more elegant, more modern than any other bicycle exhibited. The verdict at New York will be the same. You'll see them everywhere — no shrewd buyer can overlook 1895 Columbias at \$100.



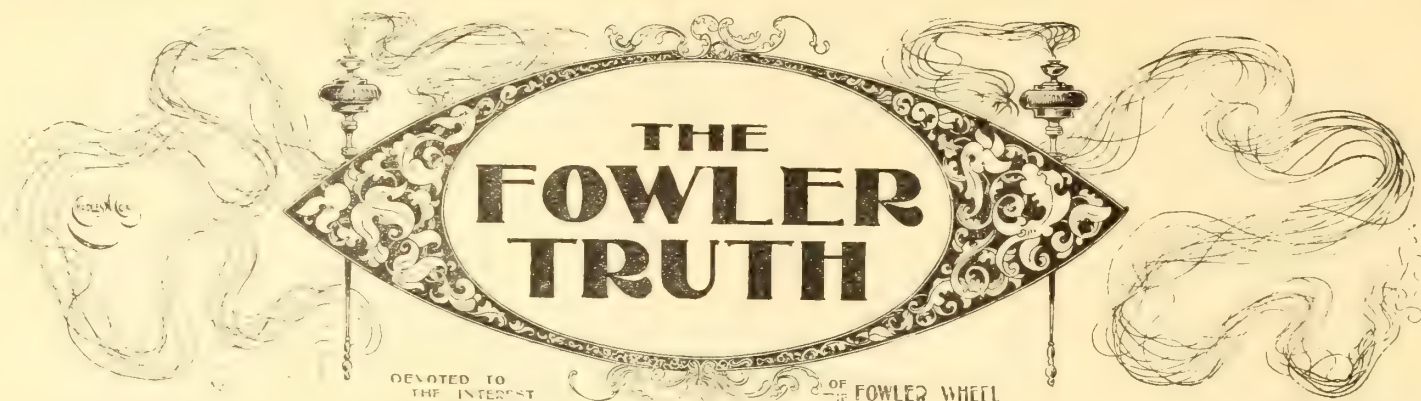
**Next Best Bicycle Costs \$80:**  
**THE HARTFORD.**

The superb Columbia Catalogue is nearly ready. Tells of both Columbias and Hartfords. Get it free from any Columbia agent or send two 2-cent stamps for postage.

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CHICAGO, JANUARY 25, 1895.

No. 21.

## TO READERS OF "FOWLER TRUTH."

The time is too short this week to give a detailed account of the enthusiasm which greeted "The Fowler" at Madison Square Garden, but the reputation we acquired at the Chicago Show of being the "builders of the most highly finished bicycles in the world," has been gloriously sustained, and with the public as judge. Even makers were forced to acknowledge that our wheels were as good as could be made, and while we do not claim to have the best, "we'll tie the first one in." Look in "Fowler Truth" next week for a full, true, and particular account of the "Bantam's experience at the New York Cycle Show."

EDITOR "FOWLER TRUTH."





NEW YORK, Jan. 19.—Bill Jones started in the bicycle business at Dogtown only last fall, but in the last three or four months he has learned a lot about bicycles. It was chance that put Jones onto the secret of getting rich and he was not slow to take advantage of it. He went on a visit to his

uncle's at Elderberry last August, and while there became acquainted with Hezekiah Smith, who had been selling bicycles for a year. Zeke had done a tolerable business and he told his friend Bill Jones what a great business it was. So Bill went back home, and sold the ten-acre lot that his daddy had given him on his twenty-first birthday and with the proceeds opened a bicycle store in Dogtown. The only bicycle in town was owned by the one-eyed barber at the hotel, and as Bill didn't know how to ride he went to the barber and borrowed the wheel. The machine was a ramshackle affair, but it served its purpose and after two or three days' hard work he managed to get onto its curves and was able to ride down the main street of the town without running into the curbstone more than twice in each block.

He was then ready for business. With his friend, the barber, to help him, he secured space in the barber shop and after considerable correspondence with the manufacturers of the wheel handled by Zike Smith he got a sample wheel and put it on exhibition in his new store. The first day every man, woman, and child in Dogtown visited the shop and Bill began to congratulate himself on at last being

#### On the High Road to Wealth.

At least two-thirds of his visitors promised to buy wheels if crops were good, and bicycles began to have a boom in the town. After harvest time had come and gone Bill began to do a little business. He sold three wheels, one to his friend, the barber, one to the mayor's daughter, and the other to his father, who thought that bicycles "wasn't such bad things arter all." But Bill did not realize very much on his investment, and concluded that he had gone into the business on too small a scale, so he determined to branch out in '95 and be one of the leading dealers in the state.

One day the postmaster handed him a paper in a green wrapper and Bill saw his first copy of *THE BEARINGS*. He read it from cover to cover and was surprised to learn that there were such things as cycle shows. He read much about the proposed show at Chicago, and about the first of the year concluded that he would attend, but the business had been so poor that he thought he couldn't afford it, so he gave up the idea. Just about this time he saw frequent references in his favorite paper to a show to be held in New York. This was within his reach, so he determined to visit it and to pick out a line of good wheels for himself. So yesterday he took the train for the city, leaving the one-eyed barber in charge of the cycle emporium of Dogtown. After an uneventful passage he struck town last night and put up at a hotel that had been recommended to him by the station agent at Dogtown, who had been to New York once. He went right to bed and after a good night's sleep started out to see some of the sights which he had heard so much about. He wandered

#### Up and Down the Bowery

during the morning and in the afternoon visited the Brooklyn bridge and saw the Statue of Liberty.

Eight o'clock found him waiting impatiently for the doors of Madison Square Garden to open. The huge bicycle illuminated by countless incandescent lights, which adorned the front of the building attracted his attention, but he was in such a hurry to get in that he didn't spend much time in looking at it. While he was standing in line at the ticket office he got into conversation with a well-dressed man in front of him and Bill soon found out that his new friend was a salesman in one of the New York cycle stores. When the latter learned that Bill was an agent he volunteered to take him around the show and point out the good and bad points of the different wheels and tires on exhibition. Bill was only too glad to accept the invitation and soon they were within the huge building. The glare of lights at first blinded Dogtown's leading cycle dealer, but he determined to show his new-found friend that he wasn't a "jay," even if he did come from a country town. When the friend pointed out Billy Herrick, Frank Fowler, and other leading Chicagoans Bill looked at them with interest. He had read so much about them in *THE BEARINGS* that he felt that they were old friends.

Zimmerman, Sanger, Titus, Cabanne, and the other racing men on exhibition were viewed with awe. That such important personages should

#### Condescend to Mix With Common People

surprised Bill. The man who knew it all pointed out to him the leading men of the trade and Bill began to feel at home. Accompanied by the New Yorker he set out to visit the different booths to learn for himself what was the best bicycle and tire made. Before he got through he knew more about bicycles than would fill a book.

Jones and his friend joined the throng that surged around the doors, and after being almost crushed, found themselves inside the largest hall in the world. Just inside of the place Bill paused and looked around him. The huge building was ablaze, and the myriad of incandescent lights almost blinded the simple country youth. The ceiling was studded with lights, while from the opposite end of the building shone a soft glare that illuminated the vast space until it was almost as light as day. The band in the gallery was playing the opening bars of the "Washington Post March," the aisles were filled with well-dressed people, while on all sides were bicycles. Even in his wildest dreams Bill had never imagined that there were so many bicycles made, and he was a conscientious reader of *THE BEARINGS* too. Bicycles of all descriptions confronted him on all sides, and he paused in bewilderment before starting out to see the sights. Then it was that the New Yorker came to his aid.

"I think, Mr. Jones," he said, "that we had better start right here by the door, and make a systematic tour of the building. We won't get mixed in our dates then, and will be able to see all there is to be seen. As you don't care very much about tires and cycle accessories, we will skip those and only visit the different cycle stands.

"We will start here at our left at the stand of the Yost Mfg. Co., of Toledo. This concern make the famous Falcon and they have gained a great name for themselves. That bird you see over there is

#### "The Gyr-Falcon,"

the mascot of the Falcon racing team. At the Chicago show the Yost company had a very handsome pagoda, but the management would not let them put it up here. Mr. Brewer has done the best he could, however, and you will notice that the stand is very tastefully decorated. They have six models. This machine is the No. 4 gold crank Falcon roadster, which only weighs twenty pounds. Its a little beauty, eh! But just look at this one. This is the No. 4½, an eighteen-pound racer that any racing man might be proud of. This one is the No. 3, weighing 24½ pounds. The No. 8 over there has a 23½-inch frame. That ladies' wheel is the famous Falconess. These two small wheels are the Heavenly Twins, twenty-six-inch wheels for ladies and boys. Now, let me point out a few of the improvements. Here is a new method of attaching the sprockets which is very neat and simple, the seat post is adjustable and the sprockets are adjustable."

By this time Bill was getting interested and was beginning to realize that what he knew about bicycles was very little after all. The man who knows it all hardly gave him time to recover before he hustled him off to the next stand where bicycles were exhibited.

"Here we find the Keating, the wheel that is 365 days ahead of them all," continued the New Yorker, who was beginning to think that he would



Where Keatings were shown

make quite a success as a lecturer, "Mr. Osgood has six wheels on exhibition, which he has every reason to be proud of. This seventeen-pound racer would be hard to beat. Note, if you will, Mr. Jones, that curve. That adds great strength to the wheel. Then there are new hubs, a new ball case, a two-piece pedal, and a tread that measures but five inches from outside to outside. Then another improvement is the direct tangent spoke,



All of the forks have been narrowed too, I see, which makes a much stiffer wheel. I suppose you have heard of

#### "Bloomers For Ladies,

haven't you? Well, this diamond frame wheel is made especially for ladies who wear this kind of dress and it only weighs nineteen pounds. Those other three wheels are gentlemen's machines and none of them weighs over twenty-one pounds. This ladies' drop frame machine weighs twenty-three pounds. Mr. Osgood has eighteen assistants in his booth, the largest number at the show."

A handsome gentleman with a pointed beard was talking to an interested crowd when the man who knows it all walked up with Bill. "That is W. A. Shockley and this is the stand of the St. Louis Refrigerator & Wooden Gutter Co." he explained. "They make the Lu-mi-num, the bicycle made of aluminum. His racer weighs but fifteen pounds, his light roadster 19½ pounds, and the roadster 20½ pounds with that twenty-five-inch frame. The roadster with the twenty-three-inch frame weighs twenty-three pounds and the other roadster twenty-four pounds with a twenty-five-inch frame. The castings that are used in this wheel this year are without a flaw. They retain all the stiffness, strength, and resilience of last year's metal and are now perfectly malleable. The St. Louis people claim that their wheel is much stronger than a wheel the same weight made of steel."

Passing on to the next stand, they saw a very busy man trying to talk to about a dozen different people at once, and succeeding too. "That's Frank Fowler," said the guide, "and he has made the Fowler famous throughout the country. The Hill Cycle Mfg. Co. have a manager that they may well be proud of. Here is something new. It's a miniature wheel weighing nine pounds and is perfect in every detail. But if you want to learn more about the Fowler, I will introduce you."

Mr. Fowler was perfectly willing to talk, and it didn't take long to get him started. "The Fowler is as rigid as a rock," he said, "and as strong as steel can make it.

#### "There are Plenty of Improvements.

The tread on the roadsters is but 5½ inches, while the King B racer has a five-inch tread; there is plenty of room for the chain, plenty of width to the rear wheel, large tubing, Fowler truss frame improved, changeable sprocket, new rear fork end, all bearings adjusted with the fingers, and simple crank shaft bearings adjustment."

The next booth visited was that of McKee & Harrington, and Bill was very anxious to look at a big photograph of Paul Grosch, the man who did a quarter on the road in :20½. "Do tell," he said when the man who knows it all informed him of the fact. "Why, that's almost as fast as that bay colt of mine run at the county fair last fall." "Mr. McKee caters to racing men," explained his mentor, "and builds wheels for speed purposes. He has been very successful the past year, and sold a goodly number of racing wheels. But he has other wheels built on the same lines, they range in weight from eighteen to twenty-four, and all of them are guaranteed to be as speedy as the racer. The Lyndhurst is famous for its speed."

The Fourth Avenue end of the building was occupied by the huge exhibit of the Gormully & Jeffery Mfg. Co. Bill's eyes opened at the oriental splendor of the booth, and well they might. An inviting-looking divan ran the whole length of it, while a profusion of soft cushions invited one to sit down and stay. Elegant tapestry rugs covered the floor, while the Rambler family is displayed to advantage. It didn't take a second invitation from A. L. Atkins for Jones and his guide to step inside of the charmed circle. "We show Ramblers Nos. 10, 11, 12, 14; Models, C, D, and E; three types of tandem, and a single steering quadruplet," explained Mr. Atkins.

#### "The Changes on the Rambler this Year

are an improved hollow fork crown, improved fork ends, tubular rear fork braces, tubular brake lever, improved pedals, wheel bearings, steering head adjustment, and re-inforced handle bars. We have also the famous G. & J. tire in all sizes and diameters. Our saddle line is a most complete one, and embraces the rigid frame type, the elastic frame type, and the semi-elastic frame type in boys', girls', men's, youths', and ladies' patterns."

"There's the quadruplet that paced Leonert when he did the mile in 1:35," said the Mentor as the two approached the exhibit of the Globe Cycle Works. Bill examined the huge machine with a great deal of interest. It was handsomely finished in red and had a speedy look about it. The quad weighs 106 pounds, and is geared to 104 inches. This surprised the Dogtown man, for he had never seen a wheel geared so high. The rest of the exhibit pleased him. There were six wheels in all, including an eighteen-pound racer, a twenty-one-pound roadster, of the Globe pattern listing at \$100. Then in the Mascot line there were nineteen-pound racers, a twenty-three-pound ladies' wheel and a twenty-four-pound roadster. The list on these was \$85. "Now look here," said Charley Dorntge, the ex-racing man, as he pulled out one of the machines, "Notice the crank hanger. It is entirely independent of the crank bracket. The crank is also fastened to the sprocket rim, which puts the strain on the sprocket itself instead of the arms. The front forks are strongly re-inforced, pieces of hickory being put inside of them."

Jones was beginning to be somewhat bewildered. The bicycles he had seen and the improvements on most of them had been more than his country brain could stand, so he and his new friend adjourned to the cafe,

where, after a little liquid refreshment, they braced up and started in anew.

#### A Neat Little Stand

up near where Dorntge and Penseyers held forth attracted their attention and they took that in. An obliging attendant showed them the full line of Puritans, which included a forty-pound tandem, three models of gentlemen's wheels ranging in weight from twenty-one to twenty-five pounds, and a ladies' wheel weighing twenty-five pounds. The features of these wheels were an adjustable handle bar, a new fork crown that was virtually two crowns and an interchangeable gear. The cup in the crank shaft came up flush with the bracket, preventing it from wearing loose.

Passing half-a-dozen tire and sundry exhibits the seekers after information were attracted by a half moon and stopped to see what the Western Wheel Works had to offer. "Here is one of the best lines on exhibition at the show," said Mentor, "Here you can find wheels at any price that suits your pocketbook. You have a variety to choose from, too, as they have eleven different models ranging in weight from twenty to twenty-four pounds and in price from \$20 to \$90. Could anyone ask for better? The '95 wheels have higher frames and have been reduced considerably in weight. But the sprocket is one of the best of the improvements. You will notice that it is double, which makes it lighter and at the same time stronger. The corrugations also add to its strength and the hollows between the teeth reduce the friction and keep the chain cleaner. The Western Wheel Works have one of the largest plants in the world and turn out almost a countless number of wheels yearly."

One would have thought that Bill was a deaf mute to have seen him. He followed his friend around, looked at the wheels and listened to what was said about them, but never opened his mouth. In fact he was too much surprised to do so. He was content to let his friend do all the talking, and he absorbed everything like a sponge. He hadn't had a lesson like this before in all his life. But as they got near the end of the aisle he exclaimed:

#### "Gosh! But There's Some Purty Wheels!

Whose bes they?" "Why that's the stand of the Syracuse Cycle Co., and the wheels are the crimson rim Syracuses that are advertised so extensively. Here are six wheels, the road wheel (the pacer), weighing twenty-three pounds, and listing at \$100; the Special, the \$125 wheel; the fifteen-pound



Gormully & Jeffery's exhibit.

racer, and the ladies' Thelma. Then over there are the two tandems, one for a lady and gentleman, and the other for gentlemen. You will notice the very rakish look about them. Don't they look speedy? And they are, too. Dirnberger will ride a crimson rim this year, and he will be one of the leading men of the season. There are not many improvements on the Syracuse, as it is impossible to improve on a good thing. Those funny curved handle bars, though, are something new. That good looking man talking to Herrick, is John C. Bowe, the vice-president of the company. That mild-looking little fellow is W. D. Hawley, one of the best traveling men on the road."

They stepped in next door and were greeted by J. Elmer Pratt, who proceeded to show them the line of wheels made by the Grand Rapids Cycle Co. The wheels were built on handsome and graceful lines and made an impression on Bill, who inspected closely the twenty-one-pound light roadster, the sixteen-pound racer, and the twenty-seven-pound ladies' wheel. These were real gems, and he spent quite a little time in examining them. There were three other wheels shown which also pleased him, the Model 24, weighing twenty-four pounds, the Models 19 and 20, weighing twenty-seven pounds each. Then Bill and his friend stepped across the aisle to the



Premier Cycle Co., who has six wheels on exhibition. Mr. Johnson explained that all of the Premier were

#### Made in this Country

now and that none of them were imported. The well-known helical tubing is still the feature of the Premier. Another improvement is that the same cone can be used on any part of the wheel. Mr. Johnson then led out for Jones' inspection a seventeen-pound racer, a twenty-four-pound road wheel, a twenty-two-pound road racer, and a twenty-one-pound ladies' wheel, all of them handsome machines.

"Now, here's a firm that have been talked about considerably of late," said Mentor. "This is the stand of Humber & Co., (America) Ltd. The Humber is an English wheel that is known the world over, and they are now manufacturing wheels in America for the American tracks. Of course every one is anxious to see these wheels, and we now have an opportunity for seeing for ourselves what the '95 Humber looks like. I see Mr. Burris has five wheels here. This is a Beeston track racer, that is a road racer, the one next to it is a roadster, and that one in the corner is a ladies' wheel. Then here is the tandem road racer. The lines are graceful and up-to-date in every particular. The road racer and tandem are fitted with the Boudard gear, about which you have read so much in *THE BEARINGS*. All of the Humber's made in this country have balls, ball races, and chains that are manufactured in Beeston, Eng., but everything else is made in this country. I think the Humber will give 'em all a rub this year.

"Here's where

#### "Sidney B. Bowman Holds Forth,"

said Mentor as they left Mr. Burris. "Every one knows Sid as one of the most progressive dealers in New York. His instruction halls are among the best patronized in the country. In the old days Sid used to be quite a racing man, and was a great chum of Zimmerman. He found out that there wasn't a very good living in racing and retired from the path and started in the bicycle business. He made it pay from the start, and now has a cracking good business. He is exhibiting the Cleveland, the wheel made by Lozier & Co., and the Crescent, the product of the Western Wheel Works. Sid is here to meet all of his old friends, and has a hearty greeting for all of them. He is a very busy man, so we won't interrupt him.

"Right here next to Bowman is the stand of the Crawford Mfg. Co., who make an excellent line of medium-grade wheels ranging in price from \$40 to \$75. They have eight models, including four ladies' wheels, and four diamond-frame machines. The weights range from twenty-four to thirty-one pounds. R. S. Crawford, L. B. Whympier, and Thomas O'Brien are here in attendance."

John McDowell stood at the entrance of the Union Cycle Mfg. Co.'s stand and beckoned to the New Yorker. A second invitation was not needed and Bill and his friend soon found themselves looking at the Union racer that had carried Harry Tyler to victory so many times in 1894. After

#### Gazing at the Machine in an Awe-Struck Manner,

Bill turned to the business-like tandem in the center of the booth. Then he looked at the Model A Union weighing twenty-six pounds, the twenty-pound Improved Special, and the Crackajack. Mr. McDowell pointed out the fine points of the wheel, and then proceeded to show them some of the parts, the Union patented exclusive re-inforcements. The Monarch Cycle Co. were represented at the show by their eastern agents, C. F. Guyon & Co., and their exhibit was fully as fine as the one at Chicago. Lions' heads were numerous. The bicycle with the wood finish occupied a place of honor on the rail, and Bill wanted to know if that was the bamboo bicycle he had read about in *THE BEARINGS*. Then he saw their five other wheels—three gentlemen's and two ladies' wheels.

"That's Colonel Pope, the daddy of bicycles in America," whispered Mentor, as he nudged Bill and pointed at a gray-whiskered gentleman sitting at a desk in the Pope Mfg. Co.'s booth. "He's made scads of money out of bicycles and is one of the big four." Bill didn't know what the "big four" was, but he wasn't going to display his ignorance before the crowd, so he walked up and examined the Columbia line, from the 17½-pound racer up to the thirty-eight-pound tandem. The six models of the Hartford also came under his notice. "But I thought Columbias had double diamond frames," he said,

#### "These Here Wheels Hain't,"

"The Pope company have abandoned that idea and are now making one of the best looking wheels on the market," explained the guide. "They have combined the crank shaft, bracket cranks, and crank bearings in one piece, doing away with crank pins and nuts, one of the greatest nuisances of the age. The Columbia line this year is a daisy, I tell you.

"Here's a Chicago firm that has been coming slowly but surely to the front the last few years," said Mentor, as he apologized to a fat man for bumping into them. "They don't blow their horn very loudly, but they are building bicycles that stand the racket. They make six models, ranging in weight from 18½ to 24½ pounds. The Imperial has been thoroughly over-

hauled and this year has new axles, adjustable sprockets, large tubing, and a double fork crown. W. H. Killin is in charge. Right next door here is the booth of R. H. Wolff & Co., Ltd., the firm who have but recently gone into the bicycle business, and who have made a great reputation in the past four or five months. Jim Murphy here will tell us all about the wheels."

"Certainly, I will," said Jim. "And you couldn't find a better line in the show. We have a sixteen-pound racer, a seventeen-pound Wolff Special, a twenty-pound roadster, a twenty-pound ladies' wheel, a twenty-three-pound full roadster, a thirty-two-pound racing tandem, a thirty-eight-pound road tandem, and the Duplex. This latter machine is

#### "Somewhat of a Novelty.

It has three wheels, and somewhat resembles a tandem tricycle. The frame is of peculiar shape and we claim that it is a great medium for promoting sociability. Two ladies can ride it if necessary. It only weighs forty pounds. We are sending quite a number of them to France where they have made a great hit. The features of our wheels are the chain adjustment, the detachable cranks, the self-oiling hubs and the system of button-holing the spokes to the hub. The treads on the tandems are another feature. In the front there is a 4½-inch tread and on the rear a five-inch. If we don't make a hit this year it will be one of the greatest surprise parties I have ever attended."

"There's the man who is the Pooh Bah of the racing world—H. E. Raymond, chairman of the Racing Board of the League of American Wheelmen," said Mentor picking up the conversation after they had left the stand of R. H. Wolff & Co. "He is now with the Sterling Cycle Works and this is his first appearance before the New York public as a tradesman. Raymond has a fine lot of wheels to show, for the Sterling is one of the best known wheels on the American market. There is no tick about the Sterling even if it is 'built like a watch'. It takes good ready cash to get one of those wheels. I notice that he has the same exhibit he had at Chicago. He has five models, weighing nineteen, twenty, twenty-one, twenty-three, and twenty-five pounds. The twenty-one pounder is the ladies' diamond frame wheel, and the twenty-three pounder the ladies' drop frame. The Sterling this year has

#### "A New Front Fork.

six ounce pedals, 5¼-inch tread, a barrel, crank hanger and corrugated hubs. The Sterling's a winner and you don't have to wind it up to make it go.

"Irv Wilhelm was a great racing man in his day, but he abandoned the path years ago, and very sensibly went into the bicycle business with his father and now the firm of W. H. Wilhelm & Co. are doing a rousing business. They have a very fine exhibit here, as you can see for yourself. They make a specialty of tandems and have a fine machine that lists at \$125 and weighs but forty-five pounds. The single wheels weigh from nineteen to twenty-six pounds and list at \$100. A new detachable sprocket, dust-proof bearings and a new hub are the features."

The next exhibit visited by the two seekers after information was that of the Demorest Cycle Co. and the New York Cycle Co. Here they found

a line of Demorest wheels, weighing from nineteen to twenty-eight pounds, and various models of the New York, weighing from nineteen to twenty-seven pounds. These wheels listed at from \$65 to \$100, and were trim-looking machines. Then came the stand of the Biddle Hardware Co., agents for the Featherstone line. These wheels included the Road King, weighing from 17½ to twenty-four pounds; the Road Queen, weighing twenty-nine pounds; the Duke, twenty-eight pounds, and the Duchess, thirty-three pounds. The following machines, fitted with twenty-six-inch wheels, were also shown: Twenty-five-pound Prince and twenty-nine-pound Princess; twenty-four-inch Middy, weighing twenty-three pounds, and the Midget, twenty-seven pounds.

#### "These Wheels Are Ready Sellers,"

said the man who knows it all, "and no agent will make a mistake if he takes hold of them. The entire line has been reconstructed, the improvements being a narrow tread, larger tubing, higher frame, and lighter weights. Featherstone claims the proud distinction of being the first American firm to put pneumatic tires on their wheels.

"The Relay Mfg. Co. show wheels in their next exhibit that have many improvements. The ball bearings can be exposed to view without taking out the wheel or loosening the cap. The sprockets are adjustable and reversible. Five models are on exhibition, including the Relay Special, weighing 21½ pounds, and listing at \$100; Relay roadster, weighing twenty-five pounds, and listing at \$85, and a ladies' Relay, listing at \$90.

"Here's where they keep Class B Diamonds on tap," continued the New Yorker as they approached the handsome stand of the John P. Lovell Arms Co. "To see D. S. Harvey giving out those souvenirs one would think that he was the most popular man at the show, and that he had a very large circle of acquaintances. But the souvenir is the cause of it all. Every one wants one, and poor Harvey has his hands full in giving them out. They have a better location here than they had at Chicago. They show seven



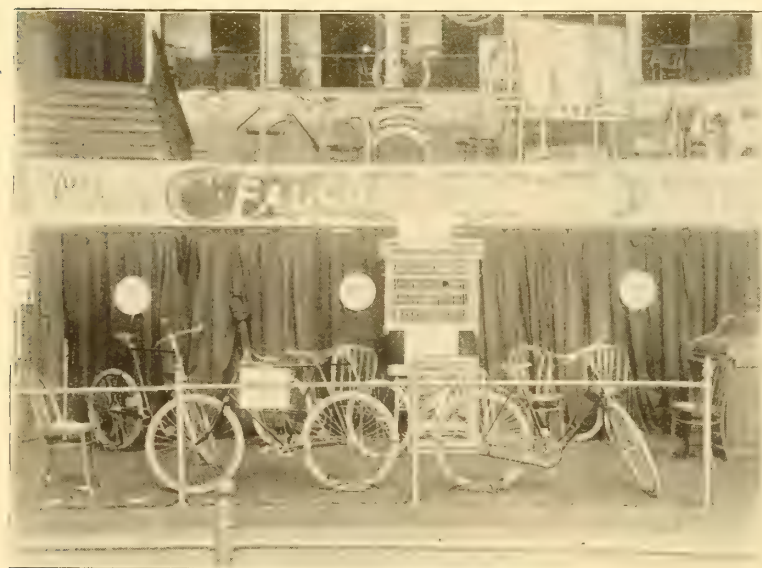


models, ranging in weight from 17½ pounds up to 24½. They have a beautiful ladies' wheel weighing but 19½ pounds. The improvements are many, and include a high-crank shaft and barrel-crank shaft bracket, large tubing and improved saddles, sprockets, skeleton pedals, and hardened steel chain. The detachable mud-guard is something new."

#### A Blaze of Orange and Black

next attracted the attention of the wanderers. "By gum, that's the purtiest looking shebang at the show!" exclaimed Bill. "Now, there's real artistic taste for you." "You're right," said his companion. "That's the booth of E. C. Stearns & Co, who make the wheel that John S. Johnson rides. Mr. Wilcox has worked hard, and has one of the best looking exhibits at the show. Those black and yellow rugs and potted plants go a great way toward making an attractive exhibit. Then those gold and black curtains make a very fine background for as fine a line of wheels as you will find at the show. Here are the quadruplet, triplet, and tandem that paced Johnson when he made all of his world's records last fall. They are all masterpieces, and are worthy of careful study. Then they have four other models ranging in weight from the fifteen-pound racer up to the twenty-two-pound ladies' wheel. Keep your eye on the Yellow Fellows this year; they will be right in line."

The Bidwell-Tinkham Cycle Co. were right next door to Stearns and here Bill had a chance to examine the Tourist. Six models were shown, ranging in weight from 21½ pounds to 27½ pounds, and in price from \$55 to \$100. The special features of the line were: Ball cups that screw into the hubs; removable dust-caps to front and rear wheels that do away with oil cups and leave a space to clean the bearings without loosening the cones; narrow tread, detachable and reversible front and rear sprockets with ball races directly under the chain; crank bearing that oils through the center of the shaft, detachable break, special design of the rear fork ends, which



Yost Mfg. Co.'s exhibit.

allows the removal of the wheel without taking the chain off, and a double fork crown. But the machine that caught Bill's eye was a carrier tricycle with a covered box, provided with shelves and a locked door. "Gosh! all hemlock!" he cried;

#### "I'm Goin' to Get One of Those

and take her back to Dogtown. Then I'll be a hot dog." Bill had picked up this last expression since coming to the city and rather prided himself on his ability to spring it on the unsuspecting public.

"Here's a concern that I don't know much about," confessed Mentor as they stepped up to the booth of the Light Cycle Co. "They come from Pottstown, N. Y., and judging from appearances they have a lot of fine looking machines." And so they had; there were wheels ranging in weight from twenty-two to twenty-six pounds and in price from \$75 to \$90, and included Models B, C, and D, a ladies' diamond frame, and a twenty-six-pound wheel built to sell to the trade. The wheels were all fitted with "quick inspection" ball bearings that can be cleaned without disarranging the bearings. A new pedal without rivets or screws, a sheet metal fork crown all in one piece and a new arrangement for fitting parts to tubes by means of a slotted ferrule connecting the sheet metal pieces to the tubing were some of the other features.

"You've read Ben-Hur, haven't you?" asked Mentor. "Why, certainly you have. Well, these bicycles were named after him and now they are as famous as their illustrious namesake. This booth, occupied by the Central Cycle Mfg. Co., contains bicycles to suit the most fastidious. The wheels weigh from seventeen to twenty-four pounds. The price (\$85) is a most popular one and people looking for a high-grade wheel at a medium price should look at the Ben-Hur. Right across the aisle is the Indiana Bicycle

Co.'s booth, where we will find bicycles that are like the Ben-Hurs—leaders in that line. The Waverley is certainly

#### \* "A Very Handsome Machine

and will surely make as big a stir this year as it did last. Eight wheels are on exhibition. The ladies' wheel weighs twenty-three pounds, the ladies' diamond frame machine, twenty pounds, the Scorchers, twenty-one pounds. The improvements are all heights of frame, 5½-inch tread, detachable crank, new seat post and the Waverley combination pedal. It would be hard indeed to find better sellers than the Waverley."

C. H. Funnell was a very busy man when Jones & Co. stepped in to the booth of the Buffalo Cycle Co., so they had to look around for themselves. There were Envoys and Fleetwings artistically grouped around the booth and they were all worthy of a careful inspection. The Envoy weighed twenty-three pounds and the ladies' Fleetwing twenty-six. On the railings were a full-nickel Envoy and a full-coppered Fleetwing. A stuffed eagle stared Bill in the face as they left Mr. Funnell and proceeded to inspect the exhibit of the Eagle Bicycle Mfg. Co. This didn't scare Bill, for he had met the bird in its native jungles and he knew that if he stared the king of birds in the eye that he could bluff it. So putting on a bold front he followed the New Yorker and found him busy inspecting the Eagle bicycle. The first thing that attracted his attention were signs on the ladies' wheel and on the tandem, reading, "These wheels sold only to agents." "They must be something hard to get, mister," he said, addressing F. E. Weaver. "They are," replied the Eagle man. "People who visit our stand generally fall in love with these wheels and want to buy them, so that we have been obliged to draw the line somewhere and sell them only to our agents. I wish that you would take a good look at our ladies' wheel. Did you ever see a handsomer machine? These braces on the frame connecting with the crank shaft make it

#### "Very Strong and Rigid.

Our tandem, too, has many fine points that you don't find on other wheels."

Mentor hadn't said anything for some time and he began to feel that he was not doing his duty by his country friend and so when they got to the stand of Edwin Oliver & Co. he was ready to resume the conversation. "Ned Oliver is one of the best-known men in the trade," he said, "and he has got a great following of friends. I guess Ned has been in every branch of the business and knows it from A to Izzed. He has just gone into business for himself and will market the Elmore this year. He has a mighty fine wheel. Here's his 22½-pound light roadster. Could anyone want a better-looking machine? The roadster weighs twenty-five pounds and the ladies' wheel twenty-five pounds.

A pretty pink background and potted plants made an inviting-looking booth for the Remington Arms Co. The chairs looked so comfortable that involuntarily they stopped and went in to rest. They had intended to stop there for a little while and watch the crowd, but the Remingtons on exhibition proved too much for them, and soon Bill was listening to Mentor discoursing on the fine points of the wheel. "The Remington has a great hold in the east, and is well and favorably known wherever bicycles are ridden. This year wheels have been improved, and now are fit for kings or queens to ride. The tread has been narrowed, and the cranks set at right angles, while aluminum dress guards are used on the ladies' wheel. The cranks are made in

#### The Form of a Bayonet,

and are extremely light and strong. G. Minturn Worden, who at one time was a well-known racing man, is connected with this company.

"Now we will cross the aisle and see what A. G. Spalding & Bros. have to offer. But before we look at the wheels just take a squint at the Spalding racing team. That giant on the right who looks as if he felt like a fish out of water is Sanger. He is wearing a full-dress suit for the first time, and doesn't know what to do with his hands. See that fat boy with the good-natured looking face? That's Fred J. Titus, the hour champion. The swarthy looking fellow with the handsome eyes is Cabanne, the St. Louis boy. That small man with the fierce looking pompadour is Dave Shafer, the trainer. Now that we have seen the stars let us turn our attention to the wheels they ride. Here's the racing wheel that weighs eighteen pounds. It's a rakish little wheel, eh? The Spaldings range in weight from eighteen to twenty-five pounds. Notice the crank adjustment on the Spalding. It does away with the crank pin, and narrows the tread to 5½ inches. The hubs are made from solid tool-steel stock, and the pedals are new and original, tubular side pieces being used. This machine is a real curiosity. It is a folding bicycle for military use, and is the first one built in this country. By pulling this little lever a catch is released so that the bicycle can be folded up. The Credendas are the cheaper wheels made by Spalding, and range in weight from 25½ to twenty-seven pounds.

"Do you want to see the lightest wheel at the show? Well, here it is at the Black Mfg. Co.'s booth. It weighs but eight pounds twelve and a half ounces, having been lightened one ounce and a half since the Chicago Show."

"Well, I swan! I'd never think that they could make

#### "Such Light Wheels as that.

Let's heft it. Gee whiz! but that's light. Can it be rode?"

"Sure thing, but it isn't for heavy road use. It was only built to show what the Black company can do. These other wheels weigh from seventeen to twenty-two pounds, and include nine models.

"H. A. Lozier & Co. are manufacturers of the Cleveland, and more energetic and pushing men are connected with them than you will find in a



day's journey. In fact I think that they must be Chicago men—they are such hustlers. Last Thanksgiving their huge plant at Toledo was destroyed by fire, but with true western push they went ahead and are now prepared to give their agents all the wheels they want. In fact, it is a second case of Phoenix arising from the flames. All of the wheels on exhibition were made since the fire, and are marvels of lightness and strength. They are marvels of lightness and strength. They have sixteen wheels on exhibition ranging in weight from seventeen to twenty-three pounds. The Swell Special weighs twenty pounds. What d'ye think of the large tubing? The lower brace has 1½-inch tubing, while the rest is in proportion. The tread is but five inches. The bearings on the Cleveland have been improved and a new double fork crown, new spring steel cranks, with new fastenings, new front and rear sprockets, and a new chain are among the improvements.

They next visited the booth of A. M. Scheffey & Co., big New York dealers, and inspected the seven models of the Wynnewood. Models M, weighing from twenty-two to twenty-four pounds, and L, weighing from 26½ to twenty-seven pounds, listing at \$80; Model B, weighing from 26½ to twenty-eight pounds, and Model C, twenty-seven to thirty pounds, listing at \$60; Models D and E, weighing twenty-five and twenty-four pounds, respectively, listing at \$50, and Models F and O, weighing twenty-four and twenty-five pounds, listing at \$40, were shown. The weights on the Wynnewoods have been reduced, the designs changed, and detachable sprockets used. Scheffey

### Will put on any Gear Desired

this year, something that he hasn't done before.

"If you want to see an interesting study in wheels come with me to the stand of the Warwick Cycle Co. But here we are now. Come in and look at them. Here is a warwick of the 1890 pattern weighing fifty-eight pounds—considered light in the good old days. Alongside of it is the '95 model, weighing twenty pounds. Then here is the 1892 Ghost, weighing fifty pounds, and the '95 Ghost weighing twenty pounds. Just notice the difference, and realize what gigantic strides cycling has taken in the last five years. Now just take a squint at the '95 models. Here are wheels from the sixteen-pound racer up to the twenty-five-pound roadster. They have every improvement, and are up to date in every particular. Those three wheels finished in white enamel, with vermilion rims, are Ghosts. Then there is a Ghost finished in full vermilion.

"Although you come from a small place, Mr. Jones, you have heard of Hulbert Bros. & Co., of New York?" queried the man from New York, after leaving the Warwick exhibit. "They make the Majestic, as fine a wheel as was ever turned out, at \$75. It weighs 22½ pounds, and it would be hard to improve upon it. Of course they have a special wheel listing at \$100 and weighing nineteen pounds. The ladies' wheel weighs twenty-three pounds, and lists at \$75. Among the improvements I notice an adjustable handle bar, something unusual on a medium-grade wheel, a new seat post, a combination pedal, 5½-inch tread, and a double fork crown.

### A Wee Bit of a Fellow

with a tiny black mustache stood guard over the booth occupied by the Plymouth Cycle Mfg. Co. It was W. Smalley Daniels, and he was a proud little man, for he had as fine a lot of wheels as could be found in the Garden. It didn't take much urging on the part of the New Yorker to start him talking to Jones. "We have the costliest wheel at the show," he said, "and here it is—our ladies' wheel finished in mother of pearl. Isn't it a beauty? But it is on a par with all of our wheels. Besides this little beauty, we have a Smalley Special in two heights of frame, weighing twenty-one pounds; a light roadster weighing twenty-four pounds; a ladies' Smalley weighing twenty-seven pounds; another ladies' wheel weighing twenty-three pounds; a track racer weighing seventeen pounds; a Buck racer, weight nineteen pounds, and an 1894 roadster weighing twenty-five pounds."

The Starr Cycle Co., eastern agents for the Ariel, were next visited and the excellent line of wheels made by the Ariel Cycle Mfg. Co. closely examined. They ranged in weight from fifteen pounds to twenty-seven, and in price from \$85 to \$100.

"And what's that?" asked Jones pointing to the triplet in the booth of the Waltham Mfg. Co. "What's them funny things in front?" "Why, that's the triplet that did most of the pacing at Waltham last fall, and 'those funny things' are braces that add extra strength to the front forks. The *Orient makers*, Waltham Mfg. Co. is a new firm in the business, but the men connected with it are all experienced hands at the business. They know how to build bicycles as the Orient shows. Their line consists of a sixteen pound racer, a nineteen pound light roadster, a twenty-three pound roadster, and a twenty-three pound ladies' wheel. You can not help noticing the improvements. They are an adjustable handle-bar fastened with a hollow bolt, a five-inch tread, and a fork crown made of

### "Three Pieces of Steel

bent in the form of a truss. Now we will go over to the booth of the Peerless Mfg. Co. and see what Jimmy Josephi has on tap. I think he can show us something new in the Triangle line. Well, here we are and now look carefully at this sixteen-pound track racer, this twenty-one-pound road racer, the twenty-five-pound light roadster, the twenty-seven-pound full roadster, this twenty-four-pound ladies' wheel and the twenty-eight-pound ladies' cycle. What do you think of 'em? Magnificent specimens of the cycle building art, eh? But then the Peerless company always had that reputation. They have new seat posts, detachable sprocket, and crank adjustable handle bars. Well, so much for Mr. Josephi; now we will go on to the next stand—that of the Eclipse Bicycle Co.

"Here we find George W. Houck primed to the muzzle with talking points about the Eclipse. The double ball bearings in the crank hanger, a 4¾-inch tread on the racer, a 5½-inch tread on the others, new sliding seat post, and a celluloid chain guard on the ladies' wheel are a few of the things that Mr. Houck is proud of. His wheels are: A light roadster, weighing from twenty-one to twenty-four pounds; a special, twenty to twenty-two pounds; a twenty-three-pound ladies' wheel, and a seventeen-pound racer.

The picture of Diana in a full dress costume of the ancients caught the countryman's eye as they passed the front door of the Cortland Wagon Co.'s booth and he grabbed his friend's arm and dragged him inside until he looked at the picture. After that he was ready to look at the Diana wheels. "By gosh, if them bicycles be as good as that air picture they're beauts," was the remark of the countryman. And he wasn't disappointed.

### The Wheels Were Up-to-date

and as handsome as a picture. Special bearings, taper re-inforcements of the frame and a cycloidal sprocket were the features.

"George N. Pierce & Co. have two excellent lines of medium-priced wheels," said Mentor. "Let's go and have a peep at them." And the previous two wandered in and looked at eight models of Pierce cycles ranging in weight from seventeen to twenty-five pounds and in price from \$75 to \$90. The Queen City line is the same as the Pierce line except that it is built in twenty-six and twenty-four inch wheels listing at \$50 and \$40 respectively. Another line of wheels made in Buffalo is that of the Queen City Cycle Co., who are showing a nineteen pound light roadster, listing at \$100; a twenty-four-pound roadster listing at \$85 and a twenty-five-pound ladies' wheel that sells for \$85. But look out there! Do you want to get run over," and the New Yorker grabbed poor Bill and jerked him into a neighboring booth just as the Motor tandem shot by. After he had recovered from his fright, nothing would satisfy Bill but a close inspection of the Motor. Mr. Pennington, the inventor, laughed at Bill's narrow escape and then pro-



*Pope Mfg. Co.'s exhibit.*

ceeded to explain the intricacies of the machine. Bill listened with open mouthed wonder, but when Mr. Pennington proposed to take him riding around the building Bill very politely but firmly declined the invitation. By this time they had made the complete round of the building and were at the front door. Bill wanted to go out and see some of the sights of greater New York. Mentor objected.

### "We Missed Quite a Number of Exhibits,"

said he, "And we had better look them up. It'll only take a few minutes." Bill assented and they started out again.

"One of the places we missed is the stand of the Zimmerman Mfg. Co.," said the New Yorker, as they strolled up the southern aisle. "Jimmy, you know, is after some of the millions that are said to be in the bicycle business," he explained, "and he is now manufacturing Jimmy cycles. Here's the stand. That tall young fellow with the slouching walk is Zimmerman, himself. Note his modest air. No one would judge from his appearance that he is the fastest bicycle rider in the world. Harry Wheeler, Jim's chum, is the handsome boy with the lovely mustache. Now that you have seen the lions let's see the new wheels. This is the debut of the Zimmerman Mfg. Co., and they ought to have something extra fine."

And so they did. Bill Jones was introduced to "Kid" Wheeler and for ten minutes he had the extreme pleasure of hearing the hero of two continents tell what he knew about bicycles. "We're going to cut a swell with Jimmy cycles," said the kid, "and we have the wheels to do it with. We have here seven wheels—four men's, two ladies' and a tandem. The racer weighs eighteen pounds and you can see for yourself that there is speed in it. This will sell for \$125. The ladies' wheel weighs twenty-three pounds and the roadster twenty-three. These latter two list at \$100. In all my



travels abroad I didn't see a better tandem than this one. It's a single steerer and is a thoroughbred. Some of our features are patent adjustable back stays in which the cantilever system of getting the true lateral strain is used, a tubular fork crown, detachable sprockets,

#### "A New Chain Adjustment

(that is one of Zim's own ideas), and a patent tubular hub. The tread on the racer is  $4\frac{3}{4}$  inches and five on the others."

It took Bill at least 5 minutes to recover his scattered wits after leaving Zim and Wheeler, and at the end of that time he found himself looking at the Myers bamboo bicycles. In appearance the machine is handsome and stylish. The frame is of polished bamboo, and the connections made from the Johnwhit metal, possessing the qualities of steel, and the lightness of aluminum. The bamboo bicycle is fitted with the Myers Simplex wheels, the main features of which is the method of adjusting the spokes and securing a perfectly uniform tension. The nipples and threaded ends of the spokes are dispensed with, and the wheel is trued up by a simultaneous adjustment at the hub. Bill was so pleased with this wheel that he gave the American Bicycle Co. \$75 for one, and ordered it shipped to Dogtown by express.

Schoverling, Daly & Gales, the old Humber agents, showed a full line of Gales and Gothams made by them. They are also Sterling agents, and had several of these wheels on exhibition. After looking through this exhibit the New Yorker steered Bill up against Mayor "Billy" Atwell, who talked New Mail to Mr. Jones, of Dogtown, until the latter began to realize that the New Mail was a corker. He had two patterns, a twenty-three-pound roadster, and a twenty-seven pound ladies' wheel. A detachable sprocket, adjustable handle bar, a sliding seat post, and an extremely narrow tread were the features. Wm. Read & Sons, the makers of the New Mail, also showed the Featherstone line. Porter & Gilmore, of New York, showed samples of the Rambler and Phoenix, for which they are agents, to Bill and his friend. They also showed the P. & G. Special, the wheel they manufacture. While in this part of the building, Bill and his friend visited the stand of the Cyclone Combination Cycle Co., who make the Dorsett,

#### The Bicycle Which is Operated by Hand

and feet power. Bill is not much of a mechanic, but he readily understood how the wheel was operated. The hand lever has a reciprocating movement longitudinally of the wheels. It operates by means of a clutch mechanism on the pedal shaft, but is entirely independent of the foot pedals. Either the pedals or the lever may be used independently. When the pedals are in use, there is no movement of the lever in a longitudinal direction, but, being notable on a vertical axis, it is used to steer the bicycle through the rods, one on either side, which extend from the center of oscillation upwardly to the front wheel frame. The Dorsett sells for \$135 and weighs from twenty-eight to thirty pounds according to the tires used. They also make a tricycle that is operated the same way.

The Thistle, the Chicago wheel that made such an impression at the Windy City Show, was exhibited at the Tillinghast stand. Bill had a bit of Scotch blood coursing through his veins, so he took a hasty glance at them. From there he visited the stand of the Ames Mfg. Co., where they had Models A, B, E, and G, on exhibition. This concern claim to be the second-oldest cycle manufacturers in the country. Jessop steel bearings, dust proof in all of the high grades; 5-16-inch balls in the crank hanger,  $\frac{1}{4}$ -inch in the rear, and 3-16-inch in the front are used. Mannesmann tubing is used throughout.

"Now, Bill, I will show you a changeable gear that is practical. Here's the famous Hy-Lo gear that has been used extensively the past year. It is manufactured by Louis Rosenfeld & Co., of New York. It adds but

#### "Two Pounds to the Weight

of the wheel, but you never notice that because of the benefit you derive from using it. The high gear is attained by taking off the regular gear and putting the Hy-Lo on. At high gear all the teeth lock, and there is no gear motion whatever. Hence the wheel at high gear is practically the same as before. When the low gear is desired a toothed ring moves back on a pinion and the teeth in the sprocket engage the teeth in the pinion. The pinion on the crank shaft is three-fourths as great in circumference as the sprocket on the tooth side. Hence one full turn of the crank and pinion gives only three-fourths of a turn of the sprocket. Yes, sir; the Hy-Lo is practical, I tell you.

"Now we will go up in the boxes and see what we can find up there. Then we will visit the Liberty booth, and we will have seen everything."

The stand of the Fenton Metallic Mfg. Co. was poorly located, but they had plenty of visitors. They had a sixteen-pound racer, a twenty-pound road racer, a 23½-pound light roadster, and a twenty-six-pound ladies' wheel. "That's one of the richest concerns in the business," said Mentor. "They have been in the bicycle trade but a short time, but their success has been phenomenal."

The next door neighbor to the Fenton people were the Empire Bicycle Co., who had four single wheels and one tandem on exhibition. The weights range from sixteen to twenty-six pounds, and list at \$150. The tandem weighs twenty-six pounds, and lists at \$150. A double fork crown, fluted cranks, reinforced lap joints, and a five-inch tread are the features of this line.

The band was playing the "Liberty Bell March" when the two tired inspectors of cycles reached the stand of the Liberty Cycle Co.

#### This Was Handsomely Decorated With American Flags

and potted plants, and made quite a patriotic picture. Jones and his guide

had the pleasure of looking at five models of the Liberty, ranging in weight from 17½ to twenty-six pounds. Patented hubs, dust-proof bearings, detachable cranks, and adjustable handle bars are but a few of the features of this most excellent wheel. The Liberty so impressed Bill that he took great pains to assure Mr. Bietz that the Liberty company had a world beater.

Just as Bill stepped into the main aisle a bell rang right at his back. He jumped, and the next thing he knew he had a general view of the entire show from an elevation. About ten feet above the floor the Motor cycle had run into him and Bill was bumped. The guard at the door tried to stop a flying figure that shot between the brass railings, but his football education had been sadly neglected and he failed to properly tackle the man. In another minute Bili Jones was in the open air and headed toward the depot.

The next train to Dogtown carried what was left of poor Willie. He had seen the great New York Cycle Show.

### TIRE DEPARTMENT.

#### Indianapolis Rubber Co.

Space 160 is devoted to this display, which is thoroughly complete in every manner. F. W. Wood, the secretary of the company, and H. O. Smith, treasurer are in charge of the stand. Their exhibit consists of three designs of tires, the G. & J., made under Gormully & Jeffrey patents; Crescent detachable tires, with adjustable wire binder, which makes a screw-driver all that is necessary to regulate it. Suitable for any Crescent shaped rim which does not necessitate special shape or weight. The Indianapolis "I. C." is also shown, and is a cemented tire laced all round. The edge of the cover is re-inforced with a continuous cork strip, behind which a lacing insures regularity and calipering. It can be used with either endless or butt-end tube, and is laced in four or five sections. Great stress is laid on the quality, it being a specially woven Sea Island fabric, the best obtainable material being used in both the outer shoe and tube. By a special process the Indianapolis Rubber Co. are able to preserve the life of the fabric, and make an exceedingly lively tire. The vulcanizing is down in open steam instead of being confined in a hot-metal mold, thereby making the life of the tire about three times as long as one vulcanized in a closed mold.

#### Keystone Rubber Works.

This concern, hailing from Erie, Pa., are the old Erie Rubber Co. reorganized. Their exhibit is in charge of Chas. Campbell, secretary of the company, and J. D. Mooney, the inventor. The exhibit consists of a full line of Keystones at all weights and sizes. The racer, road racer, and full roadsters, all measure 1½ inches in size, the last named being supplied in 1½ and 1¾-inch sizes also. The attachment consists of an ordinary string. Anyone can attach or detach the tire instantly. Its inventors claim it to be in advance of all other tires. There is no side pressure to break the rim; no danger of nipping the tire, and no possibility of the tire proper being worn by contact with the rim, the ledge or shoulder being so constructed as to receive the full play of the tire when in use, without the cover even touching the rim. Robt. Bonner, the celebrated horseman, used Keystone tires on all his road wagons and sulkies. The simplicity of attachment seemed to score a decided "hit" among all practical callers on this exhibit. Three styles of the Mooney tires were exhibited, the 1¼-inch racer weighing twenty-six ounces per pair; the 1½-inch road racer, 2¼ pounds, and the 1¾-inch full roadster, three pounds. Its principle features are its tangent fabric and its inner tube. The Mooney is a cemented tire. This is its second year on the market.

#### New York Tire Co.

Five styles of these celebrated tires were shown by Manager Frank N. White, ably assisted by P. K. Hotchkiss, and W. A. Grey. The line exhibited ranged from the eighteen-ounce per pair racers to the 3½-pound full roadsters. The exhibit was the same in every way as at Chicago. A feature of the decoration of this stand was a \$400 antique rug, which was hung as drapery at the rear of the booth. Rugs were also strewn about the floor, palms in one corner, and the tires arranged in a tasteful display at the sides and front of the stand. Ambulance and carriage tires were shown and created much favorable comment.

#### New York Belting & Packing Co., Ltd.

D. H. Darling and W. K. Genet were in attendance at this exhibit, stand No. 20. The League tires shown were the regular roadster, weight per pair from 2¾ to 3¾ pounds; League road racer, weight two pounds, similar to the full road tire excepting the inner tube, which is endless, instead of butt end; League track racer, weighing 1¾ pounds per pair, which is thoroughly light and fast, and is made to last. The racer is claimed to be the most reliable tire of its weight ever offered. The well-known "Stick and Stay" sundries were also carried, consisting of tire cement, repair kits, etc.

#### Mechanical Fabric Co.

Associated with Arthur E. Friswell in the superintendence of this stand were Allen Aldrich and Edward B. Kelley. Their exhibit consisted of the Flexifort tire, the special feature of which is the seamless fabric for the lining, woven in a circle to fit the rim, thereby equally distributing the strain throughout. The Conqueror hose-pipe tire was also shown, its features being a laced opening, exposing, when open, five inches of the rubber lining to which is attached the rubber valve stem, which may be detached at pleasure. The laced opening facilitates repairs on the inner air tube in case of puncture. A clever device for mailing this company's



catalogue is illustrated in the cover of same, which is perforated at one end allowing for sealing. It requires no extra envelopes.

**Cleveland Rubber Works of the Mechanical Rubber Company, of Cleveland, Ohio.**

A complete line of Cleveland loop tires is shown, which they claim is the best double-tube cemented tire on the market, and especially adapted for wood rims. This tire can be cemented or riveted to any ordinary or special rim, and when once secured can not creep or roll. This is the third season of this tire's existence, the improvements for '95 being marked. An endless inner tube is one of its many features, great ease of repair without removing from rim another. By simply pushing the cover, when tire is deflated, an upper and lower row of loops locked together by a straight lace are exposed; this straight lace by being cut allows enough of the inner tube to be pulled out to make the necessary repairs. In addition to the loop tire, a complete line of valves, tubes, pedal rubbers, and grips were shown under the supervision of J. F. Ives, assisted by Geo. E. Leslie.

#### **Newton Rubber Works.**

It took five men to cope with the huge amount of business transacted by this concern, whose factory at Newton Upper Falls, Mass., has the reputation of running over time every day in the year. A. Straus was in charge, his assistants being R. W. Stillwell, L. F. Stillwell, Dr. W. P. Freeman, and J. F. Costello. The Straus elastic tire, hose pipe, Newton double tube, and Newton detachable tires were shown. A clever novelty in the way of an electric lamp was also exhibited by Doctor Freeman, but owing to a delay in the arrival of an electric motor the lamp was not ready for inspection on the opening night. A double-riveted, cast-iron, copper-bound guarantee goes with every Straus and Newton single-tube tire, guaranteeing against difficulty in repairing either, a new pair, gratis, being given in case of inability to repair faster, easier, and with less exertion than any other single-tube tire on the market.

Everything in the way of cycle sundries such as pedal rubbers, handles, patching rubber, rubber cement, tire tape, etc., is shown in great profusion. Five styles of tires were shown, as follows: The "Slick" tire, weighing from 2¼ to 3½ pounds each, per pair according to size. This is a laced double-tube tire which compares favorably with any on the market. The Newton No. 2 weighs from 2½ to 3¼ pounds per pair, and is made in both single tube and double tube styles. The celebrated Straus elastic, on which Paul Grosch rode his famous 20½-second quarter-mile, weighs from 1½ to 3 pounds per pair and, like the Newton No. 2, is made in both single and double tube patterns. The Newton detachable, P. K. tire weighs including the rims, from 2½ to 4½ pounds per pair and overcomes the proneness heretofore noticeable in detachable tires to roll or blow out of the rim where partly deflated. It does not depend on inflation to hold it but to the peculiar shape of the rim used.

#### **Tillinghast Mfg. Co.**

T. W. Tillinghast, H. S. Conant, and Miss Minnie E. Renney, all of Providence R. I., the home of the Tillinghast tire, were in attendance at stand No. 22½ where the Improved Detachable Tillinghast product was shown in detail. The most recent improvement in this tire for 1895 is the ease and convenience with which the detachment can be made by any unskilled person without the use of tools or disturbing any part of the rim. This has been entirely overcome by the formation of recesses in the edges of the rim with contracted openings for the reception of the beaded edges of the sheath or case. It seems a vital improvement and will certainly meet with general approval.

#### **L. C. Smith Tire Co.**

Stand No. 10, with C. A. Benjamin in charge, did an enormous amount of business on the opening day, and from the interest manifested by all callers bids fair to continue all through the week. The complete line of Smith tires are being shown, and the small sections given away show the complete design. Five styles in all cover the exhibit, the 1¼-inch, 1¾ pounds per pair are racing tires; road tire, three pounds, 1½ inches in size; and a heavier roadster, weighing three pounds and ten ounces, 1¾ inches. A galvanized steel band lines the entire rim under the inner tube, thereby removing all pressure from the rim, and reducing the possibility of blowing out to a minimum. The booth is fitted in pearl gray rugs and drapery.

#### **Hartford Rubber Works.**

This thriving Hartford concern is exhibiting in space No. 38. Lewis D. Parker, the company's treasurer, is in control, assisted by Morris Penrose, E. H. Brandt, and H. E. Marvel, all of Hartford. The exhibit of the Hartford people was about the same as at Chicago, the feature probably being the manner shown of repairing single-tube Hartford tires. The complete line of tires on hand comprise the Hartford single tube, Windsor single tube, No. 77—likewise of single tube construction—American Dunlop molded and hand-made covers, G. & J. tires, which they manufacture, full line of single tube tires for carriages and sulky, cushion tires, and all kinds of rubber used in the trade. Their cheapest tire is the No. 77 which is made in both red and gray. The exhibit is very complete, and is attracting wide attention and favorable comment.

#### **Columbia Rubber Works Co.**

Popular J. C. Pierrez has charge of spaces Nos. 36 and 37, where full lines of Palmers, Akrons, Perkins, and Simplicity, 47 tires, are shown. Mr. Pierrez is aided in his labors by Messrs. W. H. Sheldon, J. H. Sheldon, C. Pierrez, and P. McCarty. John Palmer was also present. G. & J. tires are also exhibited, the B. F. Goodrich Co., of Akron, being the makers

of that line in addition to the others. In the way of souvenirs, a neat pocket-comb, shaped like a dagger, is being presented to callers, as is also a very handy aluminum rim gauge. All the Palmer '95 improved tires are shown, the general appearance of that line being extraordinarily catchy at first sight, a close examination convincing one that this tire is certainly in the front ranks of the procession. The small valve and the general reduction throughout in the size and appearance of the tire appeal strongly to public favor.

#### **American Dunlop Tire Co.**

The 1895 catalogues of this company were handed to all callers at stands 7 and 8, occupied by the Dunlop people. Two small boys were dressed completely in suits of Dunlop racing fabric, with the company's name in black letters on their caps. Aluminum Dunlop souvenirs took the place of buttons on the boy's jackets. Harry Ducros wishes to state that the price on Dunlops at retail in 1895 will be \$15 per pair, and not \$9 as was erroneously printed in a contemporary. Mr. Ducros was in charge of this exhibit, assisted by Kirk Brown, W. H. Kilpatrick, A. E. Flarell, and A. O. Holroyd. At the rear of the stand, directly underneath the large top sign of the company, were a list of the celebrated big deals of the year, too well known to the public to call for a reproduction here. The exhibit was identical with the one at Chicago, a full line of Dunlops being shown, four in number. Their respective weights were: 1¾-inch roadsters, four pounds to the pair; 1½ inches, 3½ pounds; 1½ inches, three pounds, and 1¾ inches (track racer), two pounds. All of these tires fit the same rim. The catalogue is worth a short description. It has a plain temporary cover which will be replaced by a more elaborate one after the show. Its leaves abound with rare and instructive reading, each page having four testimonials, one in each corner. Cuts of all the best known racing men who use Dunlops also adorn its pages.

#### **Morgan & Wright.**

This firm have placed almost all their output for 1895. Wm. Herrick and E. B. Fraser are in attendance. The stands occupied by this exhibit are among the most attractive here. The draperies are a rich brown hue, the rugs and general furnishings blending harmoniously. The fitting of the booth is clearly Herrickesque in its general appearance, the ability of that gentleman in fitting up displays in grand and appropriate style being familiar to the cycle-show-patronizing public. Complete lines of M. & W. tires are shown—"just to educate the public in what a perfect tire is," to quote the master of good tires. The old M. & W. tire, with a new inner tube, was shown, and created a strong impression on all to whom the principle and its advantages over the old style were shown. After experimenting for over one year this new tube was perfected, and wonderful merits are claimed for it. The new tube will fit any M. & W. tire, and a patent for it has been secured in all countries. The valve used on these superb tires is also reduced in size, thereby greatly enhancing their general appearance.

#### **United States Tire Co.**

Andrew J. Cahill—the dignified descendent of St. Patrick—A. L. Smith, and George H. Chinnock preside over the temporary home of the United States tires in stand No. 129. This is the tire that has become famous through the saying, "That clamp does it." The idea is entirely new, and seems destined to success. A complete line is shown, comprising track racer, road racer, and full roadsters. Sulky tires of this pattern are also on exhibition. The principle of the United States tire is as follows: An aluminum band in four sections, held in place within the wood rim by means of as many thumb-screw clamps, which run through the rim and tighten from within. When in place and ready for the road or track nothing less than a full-fledged engine can tear the tires from the rim.

#### **Eastern Rubber Mfg. Co.**

Judging from the number in attendance at Stands 24 and 25, where the Eastern Rubber Mfg. Co. are exhibiting, they must have fully expected to do the amount of business that has rewarded their attempts to favorably impress the cycling public. J. H. Barnes managed affairs in general, assisted by those hardworkers, Frank J. Eppele, superintendent of the factory at Trenton, N. J.; Tom Henderson, of Buffalo; C. A. Barnes, of Chicago; T. A. Miller, of Philadelphia, and J. A. Herron, manager of the New York store. Several hundred pairs of tires are shown, comprising the Rex, Climax, Cyclone, Universal, and Arrow. The Rex racers weigh 1½ pounds per pair, Rex road, fully guaranteed, two pounds per pair. It is claimed for the Arrow detachable tire that it is the easiest manipulated of any on the market. It will fit any deep Crescent rim, and is a beauty to behold. The stand is not so elaborate as at Chicago, but Mr. Herron aptly remarked, "We are principally decorated here with a good big hustle." The various lines shown are exactly similar to those exhibited at Chicago.

#### **Boston Woven Hose & Rubber Co.**

This exhibit consists of the Vici tire with non-slipping surface now arranged to fit a plain crescent rim. The tire size is 1½ inches in diameter by 77¾ inches in circumference at the tire seat. This enables the manufacturer to use his regular rim either with the Vici tire or one of the cemented style. The handmade Neverslip constrictive tire is also exhibited at the stand. This tire-wearing qualities are very superior. They also have a non-slipping racing tire, made of closely woven fabric, and still at the same time showing a constrictive feature. This will not weigh over 1½ pounds to the pair and is guaranteed not to burst under any weight. A single-tube tire is also shown. Any repair outfit desired will be furnished with orders. Tires guaranteed for one year. They will mail handsome calendar to any address upon request.



## SUNDRY DEPARTMENT.

New York Standard Watch Co.

In this exhibit the most expensive wheel in the entire garden is shown. It is an \$800 affair, but is not a bicycle. The wheel referred to is six feet in diameter, and is constructed of 321 Standard cyclometers, tastefully decorated with red, white, and blue incandescent lamps. During the afternoon and evening the wheel is kept continually moving, the effect being very attractive. In charge of this stand is E. T. Webb, who made such a favorable impression among the trade in Chicago at their show. A full line of Standard cyclometers are carried, which register from 1-100 to 1,000 miles. They can be set back or forward at will. Weight, 3¾ ounces. Finished in nickel, silver, and gold. These cyclometers can be attached in a remarkably short space of time. A guarantee for one year is given against wearing out or breaking. Should either occur a new cyclometer or full repairs will be given. They are absolutely noiseless, dust and water proof, fitted with white enamel dial, and can be adjusted to read from any position in the saddle. They are made for twenty-six, twenty-eight, and thirty-inch wheels, and are listed at \$2.

### Brooklyn Cycle Co.

In the same stand with Cushman & Denison, S. F. Frasick exhibited the Brooklyn bicycle stand. It was the only article shown by the Brooklyn Cycle Co., and created wide-spread attention. Three styles of finish were shown, viz., black enamel, nickel plate, and copper plate. Retail price ranges from \$1.50 to \$3.50. A tripod on caster, bearing an upright arm into which the crank shaft bracket and lower tube of the wheel fits, explains the principle of the stand. An adjustable clamp, fitting over the front tube, and tightened by a single turn of the thumb-nut holds the wheel firmly in position.

### Cushman & Denison.

The well-known C. & D. pocket oiler for cycles, roller skates, guns, etc., was tastefully displayed in a neat glass case, with a black velvet background. The Perfect pocket oiler was also exhibited, it being smaller than the C. & D. J. W. Cushman was in charge, with R. G. Grunet as his assistant. The Cushman & Denison line of oilers are somewhat improved over 1894, a description of this year's style being as follows: The oiler consists of a tube for holding the oil, fitted at the top with the C. & D. patent tip, which can be easily unscrewed to refill oiler. This tip, prevents all leakage and is covered all over with a cap to prevent said tip from becoming clogged with dirt.

### W. W. Mooney & Sons.

All kinds of leathers were exhibited in this space, which is in the west gallery of the building. Charles F. MacVeigh was in charge. The exhibit comprised leather stock for the manufacture of saddles, tool bags, etc. W. W. Mooney & Sons are manufacturers of superior oak tanned, hand-stuffed, harness leather, and are tanners of hide. They make a feature of their pure oak tanned stock, which is the very acme of perfect leather. The Garford Mfg. Co., of Elyria, Ohio, recommend the stock produced by W. W. Mooney & Sons as being the best leather for saddle tops tanned in America.

### W. W. Whitten Cycle Mfg. Co.

Full lines of cycle fittings and parts were shown in stand 152, where the above-named concern exhibited during the show. The exhibit was entirely complete and neatly arranged. The W. W. Whitten Cycle Mfg. Co. are manufacturers, importers, and jobbers of bicycles, bicycle parts and fittings. Their offices and factory is located in Providence, R. I., at 118, 120, 122 and 124 South Main Street. Napoleon Bedard was in attendance at the garden.

### Butler & Ward.

G. T. Anderson and Eugene Ward presided over stand 142 during the week, wherein was exhibited the Butler & Ward line of saddles, including track racers, road racers, semi-racers, and full roadsters. Ladies' styles are also shown in great profusion. The exhibit is in the east end balcony overlooking the fairy-land-like scene, and is a favorite resting place for visitors of call to examine the samples.

### Arlington U. Betts & Co.

Max R. Himes was in attendance at this space during the forepart of the week, Mr. Betts failing to arrive from Toledo, Ohio, where the factory is located, until after the opening day. The celebrated Red Cross sundries were shown in a neat exhibit. The line consists of enamels, cements, and Red Cross novelties in the way of various articles. The durability, brilliancy, and high-grade finish given by Red Cross colored enamels is well known to every practical member of the cycling fraternity. Tape, rubber patching, liquid tire cement, etc., etc., made up of a very clever display.

### New York Home Trainer Co.

Situated in space 155, in the balcony at the Madison Avenue end of the Garden is one of the most novel of all the new things introduced. It is a home trainer with bent paddles for spokes. There is no mechanism attached to the thing so far as gears and pressures are concerned. The rider simply climbs into the saddle and begins to pedal. So long as he pedals at a 4-minute gait, he experiences but little resistance, but if a 3-minute gait is taken, he will find his time fully occupied in retaining that average. The faster the machine is propelled, the more the wind resistance caused by the paddle-like spokes to the wheel. Geo. Bowman, the inventor of this new idea, was in charge.

### G. W. Cole & Co.

The well known "three in one" line of cycle accessories were shown in space 156, also in the balcony. J. N. H. Slee and G. W. Cole were in

charge. A black-edged card was handed to each caller, upon which was painted—"We Mourn—with the manufacturers, jobbers and dealers whose beautifully finished bicycles are killed by neglect, rust, mud, and poor lubricants, when the like can be preserved by using 'Three in one compound.'"

### Bridgeport Gun Implement Co.

Among the many articles shown in this exhibit was a novel bicycle stand adaptable to any size wheel. The general line consisted of bicycle sundries, including the Bridgeport cyclometer, Star lamp bracket, new improved wrench, "Echo Call," full nicked whistle, and a general lot of lubricants, oilers, etc. The booth was neatly fitted in red, throughout and was in charge of H. B. Cannon and A. L. Taylor. The Bridgeport Cyclometer was shown in three styles, A, B, and C. Model A is the cheapest as well as the lightest, it weighing six ounces and listing at \$3.00. Models B and C, weigh seven ounces and 6¼ ounces respectively and both list at \$3.50. All three are finished in nickel with white celluloid face; they will register to 1,000 miles, and are noiseless, accurate, and waterproof.

### Wm. H. Hart, Jr.

This Philadelphia house are exhibiting bicycle novelties of several kinds. Adjustable bicycle stand, in which a wheel can be turned and washed is one of the many; it is known as the House Stand for cleaning purposes. Then, the Tilting stand, Thief-proof lock, Bicycle lock and support, and the patent Bicycle support all go to complete one of the most instructive exhibits at the show. Arthur W. Pithouse and John Gant, both of Philadelphia, are in charge, although Mr. Hart, devoted some time about the stand during Saturday and Monday. The Thief-proof lock, is a bar which has a large knob on one end, the bar being run through a bicycle chain and a padlock, slipping onto the lower end of the rod, thereby making it an impossibility to ride the wheel away without first removing the lock.

### The Davis & Stevens Mfg. Co.

A cylinder labeled "Concentrated Essence of Cyclones and Tornados" created much speculation among visitors to this exhibit. F. N. Stevens was in charge here, assisted by O. P. Workman. Six styles of foot and floor pumps are shown, also one style of double acting hand pump, as well as all kinds of pump packing for air pumps. A neatly lettered nipple board, plainly marked and meant to hold nipples for all styles of tires, was generally commented on as being a good thing. The Cyclone pump, made by the Davis & Stevens Mfg. Co., of Seneca Falls, N. Y., was shown in four styles, No. 1, 2, 3, and 4. The Tornado pump, also of this company's manufacture was shown in two models, large size, and Tornado, Jr. Prices range from \$1.50 for Cyclone bicycle pump No. 4, to \$2.50 for No. 1 of the same make. Tornado pumps are made principally for filling air tanks, and for drawing liquids under air pressure.

### Pneumatic Saddle Co.

This exhibit was made in conjunction with the Davis & Stevens Mfg. Co.'s line. It consisted of a full line of pneumatic saddles known as the Perfect. It weighs but twenty ounces and is listed at \$5. These saddles can be fitted to any machine, and can be inflated with any pump, soft for road riding, and hard for racing purposes. The pneumatic saddle seems to be an improvement in the right direction. C. B. Clark and J. S. Hobbs, of the New York store, 107 Chamber's Street, are in charge of the exhibit.

### Geo. Barnard & Co.

The most complete exhibit of wheelmen's wearing apparel was made by this company in stand No. 23. The line comprised riding apparel for both ladies and gentlemen. Bicycle suits, caps, racing shoes, shoes for general use, club uniforms, leggings, jerseys, racing suits, and absolutely everything in general in that line. Geo. Barnard & Co. are the largest exclusive manufacturers of this class of goods in the world. C. E. Goodsheed was in charge, ably assisted by Walter Golden and J. R. Hebert.

### Champion Mfg. Co.

M. Isenstein, assisted by J. Blum and C. Campbell, held forth at this exhibit which consisted of leather goods for cycles. All kinds of bags are shown, including tool bags, tourist bags, and saddle bags. Leather belts in all colors and of all materials and grades of leather are neatly arrayed on a show board at the rear of the stand. A novelty in the legging line, fitted with snap buttons was one of this company's leaders. It is made of Ooz leather as well as all other kinds, and reaches half-way to the knee. These leggings are the easiest things imaginable to put on and take off, and should readily find a place in the favor of the cycling public. A new idea in tool bags, with gusset like a traveling bag is likewise shown, which does away with all noise and rattle while riding. The Champion Mfg. Co. are agents for Frain's bicycle padlock, a full line of which was shown. The booth was trimmed in alligator skins and all kinds of hides.

### The Hall-Shone Co.

This exhibit consisted entirely of sundries and accessories. Mud guards for ladies or gentlemen's wheels, lacing cord and cycle odds and ends, like graphite, H-S-oil, and Eclipse cycle locks. Hall-Shone Co. are general selling agents for Hutchinson's guard, and tire lacing cord. Shone's automatic mud guard, weighs eleven ounces, and is really a clever device.

### R. B. McMullen & Co.

Stands Nos. 130, 131, and 132 were occupied by R. B. McMullen & Co., whose exhibit comprised several lines. James B. McMullen was in charge, the following gentlemen being in attendance during the week: A. L. Garford, president of the Garford Mfg. Co., of Elyria, Ohio; F. N. Smith, secretary of the same concern; Roger B. McMullen and Fred Coulson; C. Smith, of



C. J. Smith & Sons Co.; D. H. Cockley, representing the Shelby Steel Tube Co., and C. F. Fletcher, of the Indianapolis Chain & Stamping Co. Complete lines of drop forgings, saddles, tool bags, chains, steel rims, seamless steel tubing, brazed tubing, steel stamping, wrenches, cork handles, and every known kind of tapered tubing were exhibited.

**J. H. Williams & Co.**

One of the most complete exhibits in the Garden is that occupying stand No. 43. In it J. H. Williams & Co. have settled themselves thoroughly and are ready for business. J. M. Russell is in charge with two assistants. Absolutely every thing in the drop forging line necessary in the construction of a bicycle is here shown. Every sample exhibited is a '95 model, and everything in their stand is strictly up-to-date. At the rear of the space stands an imposing frame, on which repose the various samples of this well-known firm's products. The Williams wrench is a beautiful piece of work, and is really the feature of the exhibit. It is made with a double side-bar, is case hardened all over, and opens full 1½ inches. Nickel plated or black finish.

**The George Pearce Co.**

W. H. Becannon and George S. MacDonald were in attendance at this exhibit, which was made in the stand of the American Dunlop Tire Co. Five styles of lamps were shown, listing at from \$1.25 to \$3.50. Cyclelight Jupiter, Beacon, Gem, Light, and Midget are the name, given to the various lamps. Each lamp is japanned in finish with full nickel trimmings. Zimmerman saddles and toe-clips were also on exhibition.

**S. N. Brown & Co.**

This concern, hailing from Dayton, Ohio, are located in stand No. 144 which is away up in the northeast balcony of the Garden. John Pickels is in charge of the exhibit which comprises a full line of bicycle rims, wheels for sulkies and carriages, ball-bearing axles for sulkies and carriages, and pneumatic tired wheels for all purposes. Dunlop detachable tires are used in the exhibit, which is a thoroughly interesting one.

**Noderer Mfg. Co.**

A complete line of bicycle sundries make up this company's exhibit; Mr. R. J. Noderer is in attendance. The line consists of Cleveland Bicycle stands, Easy Glide chain lubricant, Racer toe-clips, Eclipse tire repair outfit, Diamond cycle oil, Diamond lantern oil, Lusto Shine metal polish, Lightning rubber cement in tubes and bulk, Elastic tire cement in tubes and bulk, and Axle lantern brackets. The Racer toe-clip prevents side-slip by means of side guards, is full nickeled, and weighs but three ounces per pair. The bicycle stand shown is self-adjustable to any size tire, made of malleable iron and weighs 4½ pounds complete.

**Armstrong Cork Co.**

Sharing the same stand with the Noderer Mfg. Co. is the Armstrong Cork Co., of New York, Chicago, Pittsburg, and St. Louis. Walter G. Minemeyer was in charge, and the exhibit consisted of a complete line of bicycle cork handles. Special grades were shown in New Eureka, Corkoline, and velvet-finished cork handles. All sizes and desirable shapes; with or without ferrules. In 1894 over 500,000 of these handles were turned out of the factory. Samples branded Armstrong were given away as souvenirs.

**Wilcox & Howe Co.**

Nothing but drop forgings were exhibited here, a huge frame resting upon an easel, having all sorts of models and samples of the company's workmanship, tastefully arranged for examination. The pieces were arranged to represent a suspension bridge, the white background and the heavy gold frame setting it off to great advantage. Wm. Parmelee, superintendent of the factory at Derby, Conn., and S. W. Kent, one of the concern's travelers, are in attendance. Mr. Howe, of the company, will visit the space later in the week.

**W. & B. Douglas.**

This old established firm of pneumatic pump manufacturers from Middletown, Conn., have been favorably known in the trade since 1832. They make a specialty of pneumatic bicycle and sulky pumps for hand and power use. Prices range from 20 cents to \$20. John M. Douglas, Jr., is in charge. This concern have taken all prizes at every show where their exhibit has ever been made.

**A. W. Straight.**

A clever brazing and smelting forge, manufactured by M. W. Roller, of Detroit, created considerable notice, it being generally spoken of as a "hot" feature. It was located in space No. 152, on the Madison Avenue end of the Garden, in the balcony, and the continuous roar of the seething furnace of flame drew hundreds of inquisitive persons to the stand. It is claimed that this is the only successful portable brazing forge on the market. No power, fans, or artificial blast of any kind is necessary—sufficient pressure being furnished to reservoir in one minute with ordinary floor pump to supply blast from 2 to 3 hours. The entire machine weighs only twenty pounds and covers but eighteen inches of floor space. Store gasoline (74 degrees) is used as fuel, of which one-half gallon per hour is required.

**H. G. Shepherd & Sons.**

This celebrated and old established wood-rim firm are located in stand No. 151, also in the Madison Avenue balcony of the building. H. G. Shepherd is in charge. The exhibit is made up of a large variety of bent wood rims and wood dress guards for ladies' wheels. This guard is made in three pieces and weighs but nine ounces, a saving of within one ounce of two pounds over the style heretofore in general use. The entire output of

H. G. Shepherd & Sons for 1895 was placed by November 1 of last year. A specialty shown is a Shepherd wheel, a combination of steel and wood spokes, alternating, thereby doing away with the metal covering which is generally used on all wood rims fitted to sulky wheels with wire spokes alone. Excellent specimens of bent wood are exhibited, one in particular being a masterpiece of the wood bender's trade. An offer of \$100 is legitimately offered to any wood worker who can duplicate this specimen. A huge fifty-pound white-ash rim is shown.

**Bicycle Chain Lightning Co.**

A large pyramid of blood-red lubricant boxes composes this exhibit, being in charge of Jos. E. Buehler. The Chain Lightning is guaranteed to make a wheelman go up a hill as fast as he rides down it, and as such must necessarily be a valuable adjunct to every cyclist's outfit. This firm occupies space 150 on the entrance balcony of the Garden.

**The McElwaine-Richards Co.**

This concern occupies space No. 158 in the balcony and their exhibit consists of a frictionless changeable bicycle gear applicable to any wheel. The gear is attached to the rear axle and is manipulated by means of a rod fastened at the top bar of the machine, directly in front of the saddle. It is absolutely frictionless and will prove a panacea for that tired feeling, which overcomes riders when climbing a steep hill or facing a stiff wind. It is effective in its nature and application, and is substantially made, durable, and compact. The J. & R. gear is not so much a speed appliance as it is a reducer, thereby reducing the wear to a minimum. It only adds one pound to the weight of one's wheel and looks equal to all that is claimed for it.

**I. A. Weston & Co.**

H. M. Scovel and I. A. Weston are managing stand No. 160. A complete line of wheels of all descriptions is being shown, prominent among which are cycle, sulky, and carriage wheels. Hubs, spokes, rims, and nipples in parts also form part of this exhibit. A general description of one of these celebrated wheels will suffice. They have rims of cold-rolled steel, hubs of machinery steel with inserted hardened steel, ball-bearing cases, best quality of swaged steel wire spokes set tangent and attached to the rims by long sleeved hard brass nipples. M. & W. tires are used unless otherwise ordered; detachable rear sprocket of seven or eight teeth; finish—spokes, hubs, and nipples nickeled, rims enameled.

**Strieby & Foote.**

An entire line of first-class drop forgings comprises this exhibit. K. L. Ryman and E. B. Mode are in charge. Absolutely everything in the drop-forging line necessary to the construction of a bicycle is shown, neatly arrayed on slanting exhibition sample boards at the front and one side of the space. Cranks and sprockets are made features by this company. Large sprockets are made with from twelve to twenty teeth thereon. Their cranks are made from special rolled steel, made for the extra superfine purpose of crank manufacture. The business done was better than expected.

**Abbott, Wheelock & Co.**

Chas. Dorf Mix was in charge here. Abbott, Wheelock & Co. are Swedish iron and steel importers, controlling Thos. Frith & Sons, of Sheffield, England. They make a specialty of raw steel for bearings. A six-inch United States navy projectile is shown which is the only one that ever pierced the armor of the new navy, or in fact ever pierced armor of its own caliber anywhere. This one in particular pierced a six-inch harveyized nickel steel plate at the low velocity of 1,700 feet per second. It is six inches in diameter, weighs but 103 pounds, powder charge, 398 pounds, and muzzle velocity 2,000 feet per second. The steel supplied for the manufacture of bearings is of the same formula as this projectile. Tools are shown by which the steel can be cut at a faster rate than soft machinery steel. This kind being very dense and having an exceedingly long fiber.

**Fairbanks Wood Rim Co.**

This exhibit is held in conjunction with O. J. Faxon & Co., of Boston, in space No. 47. O. M. Andrews is in charge at present, O. C. Fairbanks being expected later in the week. The line shown consists of single and built-up wood rims, all shapes, including Dunlops and Crescents. Special built-up rims of maple and rosewood are proving quite an attraction. Weights range from nine ounces to 1½ pounds per pair.

**The Billings & Spencer Co.**

A most complete line of drop forgings is shown in Stand No. 159, where in the Billings & Spencer Co., of Hartford, Conn., hold forth. The exhibit comprises drop forgings of all descriptions, and wrenches. A separate line of samples was not shown in forgings, but a case of ten wrenches in Japan and nickel finish presented a pretty sight. One of the real features of the show is to be seen in this booth. It is a huge skeleton, made entirely of forgings and parts. There are 357 pieces in its make-up, and it is an exact facsimile of the human frame. In size it is eight feet six inches tall, and two feet four inches wide at the shoulders. Its weight is 856 pounds. The skull is composed of drop forgings for guns, revolvers, sewing machines, and bicycle small parts. These are all fastened to a block of wood acting as the head. The neck and shoulders is a beater arm. Its arms are crank shafts and bicycle cranks, jointed at the proper places. The fingers and feet are represented by nut crackers and sewing machine shuttles, hung on wires. Great rough crank hangers, jointed and held together by means of a wire rope, compose the backbone. The ribs are made of bent handle bars and break spoons, the breast plate being a large elliptical sprocket wheel. Carriage forgings for the tips of carriage poles represent the hips, which



MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

75

# WORLD'S RECORDS.

ALL ON MORGAN & WRIGHT TIRES.

J. S. Johnson on a Stearns fitted with M. & W. Tires.

1—1-4 mile flying start	:23
2—1-3 mile	:32 2-5
3—1-2 mile	:51 2-5
4—2-3 mile	1:11 4-5
5—3-4 mile	1:21
6—1 mile	1:47 3-5
7—1 1-4 miles	2:25 2-5
8—1 1-3 miles	2:34 4-5
9—1 1-2 miles	2:53 4-5
10—1 2-3 miles	3:13 2-5
11—1 3-4 miles	3:23 2-5
12—2 miles	3:54 2-5
13—1-3 mile standing start	:39
14—1-2 mile	:55 1-5
15—2-3 mile	1:16 1-5
16—3-4 mile	1:24 1-5
17—1 mile	1:52 1-5
18—2 miles	4:01
19—2 1-2 miles	5:09 1-2
20—3 miles	6:09
21—3 1-2 miles	7:11 2-5
22—4 miles	8:15 2-5
23—4 1-2 miles	9:19 2-5
24—5 miles	10:22 3-5
25—1-4 mile straightaway	:21 2-5
26—1-2 mile	:46 4-5
27—3-4 mile	1:11 4-5
28—1-4 mile unpaced	:27 4-5
29—1-2 mile	:55 3-5
30—3-4 mile	1:26 2-5

H. C. Tyler on a Union fitted with M. & W. Tires.

31—1 1-4 miles standing start	2:30 1-5
32—1 1-3 miles	2:40 3-5
33—1 1-2 miles	3:00 2-5
34—1 2-3 miles	3:22 1-5
35—1 3-4 miles	3:32 2-5
36—1-2 mile flying start unpaced	:54 1-5
37—3-4 mile	1:32 2-5
38—1 mile four lap track	2:03 1-5

A. Gardiner on a Thistle fitted with M. & W. Tires.

39—1-3 mile flying start unpaced	:38
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C. S. Erswell on a Stearns fitted with M. & W. Tires.

40—1 mile standing start straightaway unpaced	2:04 2-5
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P. Vonboeckman on a Dorsett fitted with M. & W. Tires.

41—1-3 mile straightaway unpaced	:36 2-5
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H. Davidson on a Brantford fitted with M. & W. Tires.

42—1-4 mile flying start "A"	:24 4-5
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43—1-2 mile "A"	:52 4-5
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44—1-4 mile standing start	:30
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45—1-3 mile	:40
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46—1-2 mile	:58
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47—1-4 mile flying start unpaced	:28 1-5
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Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

48—1 1-4 miles flying start "A"	2:36
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49—1 1-3 miles	2:45 2-5
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50—1 1-2 miles	3:05 2-5
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51—1 2-3 miles	3:26 2-5
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52—1 3-4 miles	3:36 4-5
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53—2 miles	4:07 2-5
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E. E. Anderson on a Stearns fitted with M. & W. Tires.

54—1-4 mile flying start unpaced "A"	:26 4-5
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Gardner and Bainbridge on a Union Tandem fitted with M. & W. Tires.

55—3-4 mile flying start	1:23 1-5
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O'Connor and Rhodes on a Stearns Tandem fitted with M. & W. Tires.

56—1-2 mile flying start unpaced	:55
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Callahan, Murphy, and Kennedy on a Stearns Triplet fitted with M. & W. Tires.

57—1-4 mile flying start	:23
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Kennedy, Murphy, and Saunders on a Stearns Triplet fitted with M. & W. Tires.

58—1-4 mile standing start	:30 1-5
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59—1-3 mile	:40
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60—1-2 mile	1:00
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61—2-3 mile	1:20 1-5
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62—3-4 mile	1:31
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63—1 mile	2:01 4-5
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Callahan, O'Connor, Seavey, and Rhodes on a Stearns quadruplet fitted with M. & W. Tires.

64—1-4 mile flying start	:23
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Kennedy, O'Connor, Seavey, and Rhodes on a Stearns Quadruplet fitted with M. & W. Tires.

65—1-4 mile standing start unpaced	:26 1-5
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66—1-3 mile	:35
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67—1-2 mile	:55 2-5
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68—2-3 mile	1:15
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69—3-4 mile	1:23 3-4
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70—1 mile	1:54
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W. DeCardy on a Syracuse fitted with M. & W. Tires, on the road.

71—10 miles standing start	24 13 1-2
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72—15 miles	37 38
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73—20 miles	50 38
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74—25 miles	1 03 52 1-2
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Nat Butler on a Lovell Diamond fitted with M. & W. Tires.

75—15 miles competition	41 25 1-2
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MORGAN & WRIGHT TIRES  
ARE GOOD TIRES

MORGAN & WRIGHT,  
CHICAGO.

MORGAN & WRIGHT TIRES  
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are upheld by the leg "bones" by means of enormous machinist's clamps. More chunks of iron and cycle parts complete his make-up, which is surely a wonderful bit of mechanical contrivance. At night both eye-holes are illuminated by means of incandescent lights. Everywhere about the garden the skeleton is the feature most talked of.

#### Climax Mfg. Co.

The line of Climax spring saddles that created so much comment during the Chicago show has been improved upon and is now being shown in stand No. 157, under the charge of J. H. Sykes and M. H. Brown. The full line is exhibited, consisting of the roadster, racer, and ladies'. The first and last named weigh twelve ounces, the racer five ounces. Price, \$5. Eighteen per cent of the composition is of coin silver, thereby doing away with all liability to rust. A guarantee for one year is given with every saddle, promising to replace it with a new one in case of rust or breakage through any imperfection of manufacture. Each saddle is composed of eighty spiral spring wires, each one of which is guaranteed to stand a strain of eighteen pounds. The saddle will carry a 2,500 pound weight before breaking. Coolness and ventilation are the chief features.

#### Tie Co., of Unadilla, N. Y.

Of all the clever devices shown at Chicago or here this exhibit really has as good as any. They are the manufacturers of Holdfast luggage carriers, trouser guards, and bicycle slings. M. J. Ward is in charge of the space wherein the goods are exhibited. The bicycle sling enables a wheel to be hoisted from the floor to the ceiling by means of cords, which tie and untie automatically. The same device, known as the "Holdfast," is also used on their luggage carriers, and on shoe laces, which were given away as souvenirs. Mr. Ward, who is also the superintendent of the factory at Unadilla, has almost negotiated a deal with the postal authorities whereby his device will be used in the dead letter office to simplify the tying of bundles of letters that have been miscarried or in anyway been lost. The device is to a string, rope, or cord what a buckle is to a strap, yet ten times as easy to loosen. It is a winner.

#### The Garvin Machine Co.

H. F. Frevert and Frank Garvin managed to look after spaces 35 and 36 this week, where the Garvin Machine Co.'s exhibit was made. The line shown comprised the following machines used in cycle construction: Chain spinner for heading chain rivets, automatic nipple machine, eight spindle chain block drilling machine, sprocket miller, No. 2 wire feed screw and rotary nipple slotting machines. A chain block reaming machine, universal cutter, and reamer grinder completed the line of machinery shown. A revolving photograph stand of special tools for bicycle manufacture also attracted much attention.

#### Sager Mfg. Co.—Parkhurst & Wilkinson.

Both of the above firms exhibited in this stand, complete lines of each one's goods being shown to good advantage. In one corner of the space a nickel plated tree stood, on which were displayed the various styles of Sager saddles. The booth was draped in red, and was very attractive to gaze upon. Beauty child's seats, neumatic pads, toe clips, and parcel carriers were shown in full lines. Sager saddles were shown, weighing from twelve to twenty ounces. Nine styles listing at from \$2 to \$5 were greatly admired by all visitors. The Parkhurst & Wilkinson display consisted of their well-known line in all its various branches. Full lines of everything were shown, and much interest was manifested by the public in general.

#### The Perfect Bicycle Lock Co.

Stand No. 139 1-2 was chosen by this concern to show their superb lock. T. A. Hilton was in charge of the space, where a complete line of Perfect bicycle locks were shown.

#### J. J. Warren Co.

Situated at about the same place as last year was the J. J. Warren Co., manufacturers of saddle leathers and tool-bag material. Mr. Warren was, personally in attendance, assisted by W. H. Hayden. The exhibit comprises a full line of tool bags, saddle leathers, belts, dress suit cases, and all kinds of leather goods. A specialty has been made by the J. J. Warren Co. of bicycle goods, in which they are recognized as in the front rank. A novelty in the way of a whist-broom holder to be attached to any available place on a bicycle was shown and favorably received. Hereafter cyclists can strap a small brush or broom carrier to their wheels and make their clothes presentable when a day's trip is ended. Match boxes, whist counters, and coin purses were given away as souvenirs at this stand.

#### Anglo-American Iron & Metal Co.

J. Friedenstein, W. M. Towne, and R. H. Franklyn were in attendance at this space all the week. The line shown was an extensive one and contained everything in the drop forging and sundry line necessary in bicycle construction. The chief exhibit was a full line of Perry's goods, consisting of Perry chains and component parts of cycle manufacture. Good Stuff cement, which the Anglo-American people are pushing, was also shown, as was a large stock of general accessories. This company is now ready to show the trade a full line of cycle fittings for 1895 made in the latest pattern and of the best material obtainable on the market. Bluhmels Universal gear case, made of patent leather and celluloid, and weighing one pound only, was one of this stand's features.

#### Pratt & Whitney.

One of the most instructive and representative exhibits of this progressive age was shown at this stand. C. Whitney was in charge, with W. Law

assisting. The exhibit consisted of several labor-saving tools and machines, especially designed for the manufacturing of bicycle parts. Of these the most important were the first and second operation—hub machines for finishing bicycle hubs, either from the solid bar or from forgings. The first operation machines is partially automatic, enabling the operator to work both machines at once. This machine has a forming fixture with automatic feed and knock-off arranged to form the hub from the front and rear simultaneously. The Hub Drilling machine for spoke holes has nine spindles which can be adjusted in any position. All holes can be drilled by four movements of a hand lever. The wood rim drilling machine has a universal chuck operated by a hand lever which holds the rim firmly from the inside at twenty different points. Two holes in the rim may be drilled at one time, both spindles being operated by one lever. The rim carrier is indexed and locked automatically by a foot treadle. It is adjustable to any size rim with any number of spokes, and the holes can be drilled at any desired angle. The tube-cutting-off machine cuts work into any desired length without chucking the tubing. The wheel truing and assembling frame has universal check operated by one hand lever, with as many jaws as there are spokes. It holds the rim true with the hub on the spindle in the center of the machine, and almost no readjustment is necessary after the wheel has been assembled. The last of this fine lot of machines was the Tucker patent opening die, which threads the fork heads full length and opens automatically. This saves stripping of threads which often occurs with ordinary solid dies. All of these machines are new this year, being recent patents.

#### Climax Stopper Co.

Another complete line of sundries was shown here under the superintendence of C. E. Teel. The exhibit consisted of general sundries, luggage carriers, foot brakes, combination screw-driver, and toe clips. The luggage carrier was of the folding style and very simple. It was made of aluminum and only weighed 4 1-2 ounces. In finish it is polished aluminum. The foot brake and coaster, both with and without locking attachment. This attachment locks the wheel when not in use and is held back by a powerful spring when not in use. Its weight is seven ounces fully nickeled. The combination screw-driver and nipple wrench weighs two ounces and is made of the best tempered steel, heavily nickeled. The toe-clip weighs two ounces and has a shoulder fitting on pedal doing away with all side slipping in case of coming loose. It is neat and presentable, and made of spring steel.

#### New Departure Bell Co.

This exhibit does not compare in any way to the one made in Chicago by them. Their space is smaller and not one-third the number of bells are shown as, in Chicago. E. D. Rockwell is in charge of the stand (No. 26) C. W. Mallery, and A. C. Hoagland assisting. The exhibit is fashioned on a small scale after the Chicago stand. Full line of bells, Lucas lamps and trouser guards were carried. The back of the stand was covered with black velvet on which were the words "New Departure Bell Co." in nickeled bells. A frame of red velvet, pinned with gold stars surrounded this, at the top and bottom of which in the center were diamond shaped copper trade marks of the company.

#### Snell Cycle Fittings Co., John S. Leng's Sons & Co., Elastic Tip Co.

These three firms exhibited in spaces 3 and 4, immediately to the left of the main entrance of the Garden. Samuel Snell and H. H. Nelson looked after the Snell Cycle Fittings Co. in part of it. Their exhibit consisted of a drop-forgings board on which were absolutely a complete line of Snell samples. In another case, or cabinet, lined with black velvet, was an entire set of nickel-plated machine fittings ready for use. It was very attractive and was generally noted. Lamps and pedals were likewise shown, the Snell pedal for 1895 being of the convertible rat trap and rubber kind. The side bars and ends are made of one continuous piece. The pedal is full nickeled and weighs but four ounces each. The Flash Light lantern for '95 is also a beauty. It is full nickeled, rather short, very light, burns kerosene oil, and can be easily taken all apart. It retails at \$5. A complete line of bicycle specialties was shown by the Elastic Tip Co. in this same stand. Hard tire cement, wood rim tire cement, rubber patching cement, corkaline handles, cork handles, repair kits of various styles-wrenches, oilers, etc. The Elastic Tip Co. are manufacturers of all the foregoing line, in addition to which Sager saddles, Shelby steel tubes, Indianapolis chains, M. & W. and Vici tires were carried, the Elastic Tip Co. being agents for all.

#### Following is a List of the Agents Attending the Show:

Andrews, H. G., Hyde Park, Mass.	Nuse, Frank L., Titusville, Pa.
Applebaum, B. J., 1490, Lexington Av., N. Y.	Osgood, F. W., Holyoke, Mass.
Alston, John A., Worcester, Mass.	Osgood, Chas. T., Holyoke, Mass.
Andrews, O. W., Boston, Mass.	Osgood, W. B., Holyoke, Mass.
Billings, H. E., Hartford, Conn.	Peters, J. M., Philadelphia, Pa.
Bowman, S. D., 944 Eighth Ave., New York.	Parker, F. R., Manchester, N. H.
Benjamin, C. A., Syracuse, N. Y.	Parrott, William, Waltham, Mass.
Buffam, Edward, Syracuse, N. Y.	Powers, J. H., Omaha, Neb.
Brewer, W. C., Toledo, Ohio.	Perrigo, A. H., Omaha, Neb.
Brendenburg, G. G., Chicago, Ill.	Pratt, D. T., Boston, Mass.
Bates, A., Matteawan, N. Y.	Peters, J. T., Toledo, Ohio.
Bode, E. C., Cleveland, Ohio.	Price, C. W., New York City.
Campbell, H. F., Holyoke, Mass.	Rood, Chas. D., Holyoke, Mass.
Colson, Mrs. A. M. L., Hartford, Conn.	Roe, Thomas, Syracuse, N. Y.
Collins, Thomas, Boston, Mass.	Robinson, R. M., New York City.
Cassidy, E. J., Syracuse.	Reeve, W. M. S., North Bennington, Vt.
Christy, H. A., Chicago, Ill.	Robson, R. H., Meadville, Pa.
Connelly, C. J., Rochester, N. Y.	Rogers, H. T., Huntington, L. I.
Dunphy, J. J., 29 Ferry St., New York City.	Rick, F. F., Buffalo, N. Y.
Dunphy, W. H., 29 Ferry St., New York City.	Spalding, A. G., New York City.
Danforth, Clarence, Newburyport, Mass.	Spalding, J. Walter, New York City.
Damergel, George, Bridgeport, Conn.	Sporborg, W. L., Gloversville, N. Y.
Eccleston, J. B., Syracuse, N. Y.	Shoemaker, E. B., Chicago, Ill.



# Arrow! Rex! Climax!



**THE ARROW** is the best mechanically fastened Pneumatic Tire manufactured, and the ONLY practical one.

## HOW TO OPERATE THE ARROW PNEUMATIC TIRE.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible.



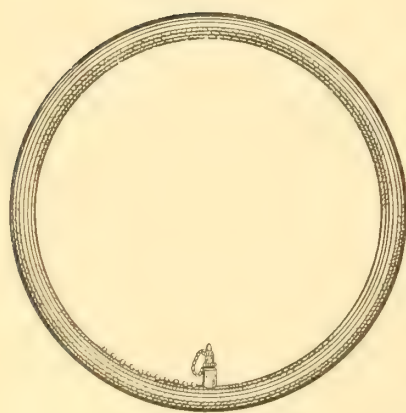
## CLIMAX

Our Climax Pneumatic Tire has a separate casing and inner tube and cements on the rim. It is made of the very best Old Fine Para Rubber, carefully compounded with only enough sulphur to properly vulcanize it, and stands the greatest possible amount of wear and hard service.

This form of tire is very popular. Price and quality considered, it is the cheapest tire on the market. But not a cheap or competition article. We make only high-grade goods, and any bicycle tire bearing the name of this company is first-class in every respect. The utmost pains are taken in its manufacture to obtain a most excellent finish, strength and resilience not being sacrificed.

Each tire is fitted with our Superior Pure Para Air Tube, a full description of which is given elsewhere in this book. We very strongly recommend these tires to manufacturers, dealers, repairmen, and riders.

Our guarantee is a strong one.



## REX ROAD TIRES

The Rex Road Pneumatic Tire, as manufactured by us, has a separate casing and inner tube, is laced in one place, also cements on the rim. This tire is very strong, light, and beautifully finished. Although strong, it yields to pressure at all points. They weigh two and three pounds per pair, and are fully guaranteed for road purposes.

The two-pound Rex is an excellent racing tire; is very lively, and will not burst, neither will it puncture easily. The so-called lighter racing tires, made of loose fabric or strings, are very unreliable and give out at the most critical periods. Unlike the latter tires, when punctured the difficulty can be easily located, and when repaired are permanent. The air cannot follow porous places.

The three-pound tires are most excellent for all road purposes, and are more resilient than any other manufactured.

The Superior Pure Para Air Tube is used in every tire together with our Superior Air Valve. To those who want a strong resilient tire of lightest possible weight, consistent with strength, we highly recommend our Rex Road Tire.

**COMET.** We also manufacture a cheaper tire branded Comet. They are strong, resilient and durable.

Attractive advertising supplied free, bearing agent's name.

Send for information and circulars.

### DISTRIBUTING HOUSES:

312 Dearborn St., CHICAGO.  
90 Chambers St., NEW YORK.  
Day Rubber Co., ST. LOUIS, MO.  
S. F. Hayward & Co., PITTSBURG, PA.  
H. C. Lecato, PHILADELPHIA, PA.

Mention The Bearings

## EASTERN RUBBER MFG. CO.,

TRENTON, N. J.



Eichman, Louis, Rochester, N. Y.  
Fowler, Frank T., Chicago, Ill.  
Fox, E. H., South Norwalk, Conn.  
Fleming, L. B., Pittsburg, Pa.  
Fenton, Louis B., Jamestown, N. Y.  
Gush, W. D., Syracuse, N. Y.  
Griffin, N. S., Buffalo, N. Y.  
Gardner, W. L., Troy, N. Y.  
Goodwin, S., Hartford, Conn.  
Gilbert, Jr. A., Jamestown, N. Y.  
Howell, L. A., Chicago, Ill.  
Hastings, L. M., Hartford, Conn.  
Heath, W. D., Lakeport, N. H.  
Harris, J. H., Syracuse, N. Y.  
Hockley, H. H., Brattleboro, Vt.  
Haldeman, M. O., Indianapolis, Ind.  
Horry, A. L., Newark, N. J.  
Hetfield, D. G., Chicago, Ill.  
Henry, D. C., Buffalo, N. Y.  
Irwin, E. W., Hartford, Conn.  
Joseph, James, Cleveland, Ohio.  
Johnston, W. C., Waltham, Mass.  
Jones, E. E., Enfield, N. H.  
Keating, John D., Holyoke, Mass.  
Killer, W. H., Chicago, Ill.  
Krafer, William, Worcester, Mass.  
Littler, E., Yarmouth, N. S.  
Leathe, E. C., Woburn, Mass.  
Maslin, H. E., Syracuse, N. Y.  
Mable, W. R., New York City.  
Munsey, G. B., Lakeport, N. Y.  
Miller, G. B., New York City.  
McAllister, J. C., Boston, Mass.  
Mumemeyer, W. G., New York City.

Sinsabaugh, C. G., Chicago, Ill.  
Snell, S., Toledo, Ohio.  
Smith, G. Howard, Philadelphia, Pa.  
Sebastian, C. A., Chicago, Ill.  
Schwalbach, Charles, Brooklyn, N. Y.  
Seager, George C., Rochester, N. Y.  
Sherman, C. S., Windsor, Vt.  
Swett, L. P., Waltham, Mass.  
Stephens, A., Jersey City, N. J.  
Sheriff, M., Manchester, N. H.  
Shulman, E. A., Watkins, N. Y.  
Stevens, C. H., St. Albans, Vt.  
Suddard, W. A., Providence, R. I.  
Smith, H. C., Oswego, N. Y.  
Shattuck, A. W., New York City.  
Thompson, David R., New York City.  
Teel, Clarence, E., Plainfield, N. J.  
Tuttle, F. Howard, Syracuse, N. Y.  
Thompson, William J., Philadelphia, Pa.  
Taylor, James O., New York City.  
Van Sicklen, N. H., Chicago, Ill.  
Weaver, Charles E., Boston, Mass.  
Ward, Eugene, Newark, N. J.  
Wilcox, E. H., Syracuse, N. Y.  
Wagner, F. J., Chicago, Ill.  
Ward, M. J., Unadilla, N. Y.  
Ward, Charles W., Syracuse, N. Y.  
Wright, E. G., Putnam, Conn.  
White, R. B., Shrewsbury, N. J.  
Williams, E., Newark, N. J.  
Whitney, C. E., Hartford, Conn.  
Wunnemeyer, W. G., New York City.  
Zoller, F. W., Rochester, N. Y.

Two model League chainless wheels were shown at the same stand as the Eclipse, and attracted much attention. These wheels have been improved considerably, are made lighter, and should make a hit this year.

All of the leading racing men in the country were at the show. Zimmer, Wheeler, Waller, Sanger, Johnson, Bald, Macdonald, Titus, Cabanne, Sims, Warren, Githens, Blauvelt, Grosch and a host of others were skipping around the aisles.

Geo. S. MacDonald has purchased the plant of the Raleigh Cycle Co. and will manufacture wheels under the name of the Raleigh Mfg. Co. He was one of the late arrivals and exhibited a line of Raleighs in the gallery. He had good-looking wheels and did an excellent business.

### HE MAKES THE FOWLER.

An excellent likeness is presented herewith of Ed. M. Graham, the



ED. M. GRAHAM.

genial superintendent of the Hill Cycle Mfg. Co. Born in Buffalo in '56, he became interested in mechanics at an early age, and before he was twenty-one years of age held down an important position in one of Buffalo's largest machine shops. He came to Chicago in '88 and soon became foreman of the Chicago Screw Co., which position he retained until '91, when he left to superintend the Moffat Cycle Co., which was the first company to turn out light wheels in this country. When the Moffat company failed, the Hill Cycle Mfg. Co. was organized, and Mr. Graham engaged as superintendent, which position he still retains, notwithstanding many flattering offers from other bicycle manufacturers who recognize the master hand in the Fowler wheel. Mr. Graham is responsible for the truss frame as well as many other improvements embodied in the Fowler. He is of an inventive

turn, and has patented an extremely light and clever detachable tire, and has patent papers going through at present on an exceedingly light dust-proof pedal, with adjustable sides, permitting of the exact fitting of any width of foot, an advantage easily recognized.

### WEEKLY TRADE BULLETIN.

FRANKLIN, IND.—Harry Bridges and Nat Lacey, under the firm name of Bridges & Lacey, will open new bicycle store, and will have a repairing department. They will also do a renting business. Correspondence invited with manufacturers of bicycles and bicycle sundries.

BOSTON, MASS.—The Ramsdell & Rawson Co., incorporated with Otis Rawson, president; F. M. Ramsdell, vice-president, and L. W. Rawson, treasurer and general manager. The capital stock is \$5,400; and the company will manufacture bicycles, and do repairing, manufacture rubber tire wheels, and do a general machine jobbing business. Their principal place of business will be at Worcester, Mass.

UTICA, N. Y.—Charles H. Child & Co., will add a bicycle department doing a jobbing and retail business in bicycles and sundries. Bradford H. Devine, formerly with A. G. Spaulding & Co., of New York, will be manager of the department.

CHAMPAIGN, ILL.—F. A. Wilske & Co., bicycles, succeeds F. A. Wilske, John Beardsley having been admitted to an interest in the business. The new firm is making considerable improvement in the salesrooms.

CORNING, N. Y.—Westcott & Tanner, bicycles, judgments reported against Fred A. Westcott, for \$111.

PORT HURON, MICH.—George Yokom, bicycles, store on Sixth Street, was damaged by fire to the extent of \$300. No insurance, policies having expired January 1 and not renewed.

SPRINGFIELD, MASS.—Overman Wheel Co., Edward S. White, age forty-six, treasurer, died at Norfolk, Va., after a week's illness of typhoid fever.

SYRACUSE, N. Y.—Dey Bros. & Co., announce that they will establish a bicycle department, having arranged to handle a wheel manufactured by the National Sewing Machine Co., at Belvidere, Ill. They will also handle sundries, and maintain a bicycle repair shop.

PORTLAND, ME.—W. I. Twombly, reported organized a stock company to manufacture bicycles, pleasure launches, etc.

SANTA BARBARA, CAL.—C. R. Jordan, bicycles, succeeded by Jordan & Co.

MILWAUKEE, WIS.—Friese Boat & Cycle Co., dealers in bicycles and sporting goods, at 410 Milwaukee Street, fire, loss between \$1,500 and \$2,000; covered by insurance.

BALTIMORE, MD.—The Samuel Winslow Skate Mfg. Co., obtained judgment in the Superior Court, for \$728.82, against J. Clarence Doyle.

OSWEGO, N. Y.—The C. B. Rice Bicycle Co. have secured quarters consisting of 4,000 square feet of floor room in the Oswego Machine Works. Nearly all of the new machinery is in place, and running. The delay caused by the fire reported last week puts the company behind in its work, and the employees are now working night and day to catch up.

WACO, TEX.—A. Q. Woodworth, bicycles, succeeded by the Woodworth Cycle Co.

SALT LAKE CITY, UTAH.—James W. Boyd, sporting goods, moved business to Charleston, Neb.

SPRINGFIELD, MASS.—F. M. Coe & Co., new bicycle firm, composed of Frank M. Coe, and Orville P. Townsend. They will handle the Columbia wheels.

SYRACUSE, N. Y.—The Barnes Bicycle Co., recently reported incorporated, with a capital stock of \$100,000; has elected the following officers: C. F. Saul, president; H. S. White, vice-president; C. A. Bridgeman, secretary and treasurer.

Fred. C. Gilbert & Co., of Elizabeth, have changed their firm name and are now incorporated as the Gilbert & Chester Co.

### PICKED UP AT THE SHOW.

Electric signs were more numerous than at Chicago.

Five hundred agents had registered up to noon on Monday.

The attendance the first night was three times as large as on the opening night a year ago.

The sign painter got in his deadly work and left the last "I" out of W. H. Wilhelm & Co.'s name.

The furnishings in G. & J.'s magnificent booth are valued at \$3,000, one rug alone being worth \$1,500.

The photographs of the show were taken by Knowlton, one of New York's leading photographers.

It is said that the Monarch company tried to get a live lion to put in their booth, and offered \$2,500 for the animal.

Miss Martell, one of the famous trick riders, had a serious fall Monday morning while taking part in the pyramid act.

"If Chicago only had a building like this, New York would have to retire," was the expression heard on every side.

Charles G. Kilpatrick, the "chewing gum man," and W. S. Maltby, of the Keating company, did some very clever trick riding.

Some of the "sports" forced Billy Herrick into a friendly little game and before they got through Billy had "broken" the entire crowd.

Mr. Pennington, the inventor of the Motor cycle, had his machines running in the basement and any one wanting a ride could have one.

The Sterling Cycle Works sent thousands of invitations to their agents and riders, inviting them to meet the Sterling representatives at the show.

The Overman Wheel Co. did not have an exhibit at the show, but kept open house. They had a large number of callers, and report business brisk.

Zimmerman has a new expression. A friend asked him now he felt, and he said that he wasn't feeling very well. "In fact," said Zim, "I'm off my apex."

Frank Waller and his bride were at the show. Frank says that married life is all right, but he doesn't advise his single friends to follow in his footsteps.

A party of about thirty, including Zimmerman, Wheeler, Titus, Cabanne, Sanger, and a number of tradespeople, occupied boxes at Koster & Bial's on Sunday night.

Bob Slusser sold 250 Czars to Porter & Gilmour, New York, who have taken the agency for the Czar. Models of these wheels were shown at the show on Tuesday by P. & G.

Silk hats were as thick as bees around a hive. Among the notables wearing them were J. M. Erwin, A. A. Zimmerman, E. C. Bode, F. H. Tuttle, E. C. Bald, and F. J. Titus.

The Winton Bicycle Co. did not exhibit until Tuesday, when they showed five model '95 wheels. There exhibit was in an obscure corner, but they managed to attract quite a crowd.

Colonel Pope and R. P. Gormully walked up the main aisle together on Saturday, and the smaller fry looked at them with wonder. They thought that these two leading lights of the trade were at outs.

"Birdie" Munger showed up Tuesday and exhibited his wheels at the stand of Edwin Oliver. He had the lightest wheel ever made, weighing 7½ pounds. H. A. Lozier, who weighs 270 pounds, rode it.

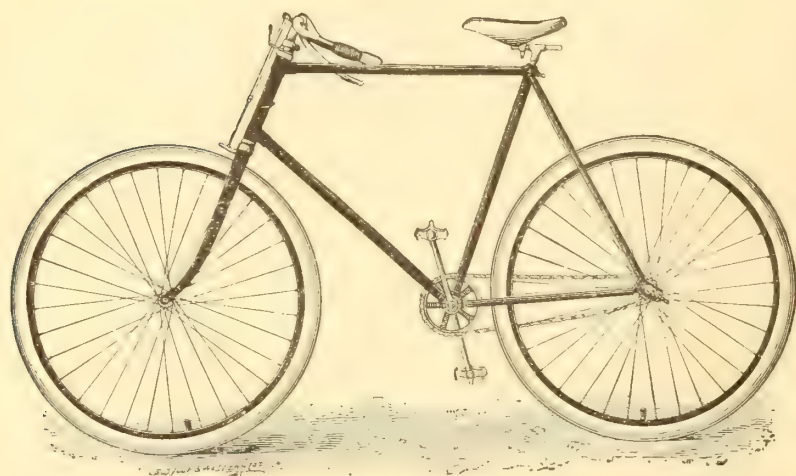
Sixty-six bicycle manufacturers exhibited here, showing 405 single wheels, nineteen tandems, two triplets, three quadruplets, three tricycles, a total of 432. At Chicago show there were 548 wheels exhibited.



**THE BEARINGS**  
CYCLING AUTHORITY AMERICA

# APOLLO Model 1895

HIGH GRADE. LIGHT AND STRONG. ONLY \$75.00.



Best Steel Tubing, Drop Forgings, Ball Bearing Throughout. Morgan & Wright Tires, Garford Saddle. Weight, all on, 24 lbs.

## CYCLOE and FAIRY (BOYS) (GIRLS) WHEELS

Made on the same approved plans and of the same high grade material as the Apollo. Headquarters for Lucas and Searchlight Lamps, Departure Bells, Bicycle Clothing, and Sundries.

# E. K. TRYON & CO., Philadelphia, Pa.

SEND FOR CATALOGUE.

Mention The Bearings

Battle Creek was not large enough and  
Chicago is none too large for the Best  
of all Wheels,

## THE METEOR

Pronounced by experts to be the best  
and handsomest wheel on the market.  
Women's Wheels just too sweet for any  
thing. Send for catalogue.

## METEOR CYCLE CO.,

47 VAN BUREN STREET.

Mention The Bearings



### SAN FRANCISCO TRADE.

SAN FRANCISCO, CAL., Jan. 18.—San Francisco trade is not exactly at a stand still, but all the dealers are resting up to get a better grip on the season that is about to begin.

Changes are going on all over town and the Columbia agency is the main one just at present.

George Webb Alexander, the successor of Osborn & Alexander, has had the Columbia agency fifteen years; in fact was, with the exception of Hart, of Philadelphia, the oldest Columbia agency in the country. As the Pope Mfg. Co. have a full line this year in all prices, they insist on having their big agents handle their line exclusively, and as Alexander intends to make a leader of the neat Yost Falcon he had to give up the Columbia. "Bob" Long, the racing man, and his brother were to take the agency for northern California, but other arrangements interfered so that Bob's brother could not take up the project. Bob will be with the Columbia, but it now looks as though the Pope Mfg. Co. would open a branch store. James Joyce, their representative, will remain here till the matter is arranged.

E. C. Stearns & Co. have opened their branch store on the corner of Stockton and Post Streets in the handsome Union Club Building, and Ed Christ, who has been Alexander's bicycle manager this year, will assist Manager Chapman.

Edward Brothers, of Los Angeles, have opened a cyclery on Stanyan Street at the park's entrance and will make a leader of the Smalley.

Varney, who did the biggest business in the state last year, is now selling '95 models of the Rambler, and has a neat second grade for \$70, which is made by G. & J., and styled the "Ideal," a popular name with G. & J. years ago. The Rambler racing team will be as prominent this year as it was last and Dick Aylward will again manage and train it.

The Overman Wheel Co. have been enlarging their store and making changes to better handle the Victor sporting line. The Victor line is much improved this year and the Overman Wheel Co., under Manager Bernays, will continue to do the neat clean business it has been famous for.

Ed Mohrig, of Mohrig & Monitt, is at the Chicago cycle show after ideas. He will again handle the Phoenix for the coast, and the Sterling for north California. He has the coast for the Crawford, a good second-grade wheel.

Fred Chandler is the new manager of the Cleveland branch house here, and he is very popular with the boys. He took part in the south California L. A. W. races last year, so that he is somewhat known in the south. The Cleveland is handled locally by Leavitt & Bill, who also have the Western Wheel Works line. Mr. Bill, of the firm, is a brother of L. C. Bill, the former manager of the branch house here. L. C. is again in the east for H. A. Lozier & Co.

Devany, Hopkins & Co. have opened a big building south of their former stand on Stanyan Street, and have a fine plant. The firm has a big thing in renting wheels at the park and also do splendidly handling the Stearns locally.

Edward E. Stoddard has returned to the coast as the far west representative of the Western Wheel Works, and has all the territory west of Colorado, with headquarters at the store of Leavitt & Bill, 306 Larkin Street. Ed is a hustler and will be on the go most of the time.

A big factor in coast trade this year will be the great firm of Baker & Hamilton, who have the state for the Monarch and other wheels. They say that if they do not do the biggest business of anyone in the state they will be disappointed. They expect a bicycle manager from the east.

Hooker & Co. will have the Thistle this year, and Smith's Cash Store will again handle the Lovell Diamond.

### APPLICATIONS FOR NEXT YEAR'S SHOW.

Prior to and during the Chicago Show applications were handed in for sixty-seven spaces at the second show, which is arranged for the first week of next December. E. C. Stearns & Co. applied for four spaces as long ago as October 30. R. B. McMullen & Co., Parkhurst & Wilkinson, Eastern Rubber Co., New York Tire Co., Columbia Rubber Works, Rouse, Hazard & Co., Ide Mfg. Co., Monarch, Cycle Co., New Departure Bell Co., and others are anxious to secure the same space as before. The Indiana Bicycle Co. wants four spaces instead of two; Eclipse Bicycle Co. three instead of one; Hill Cycle Co. four instead of two, and so on.

The management is preparing a list of all the agents who registered at the show, and this will be printed and a copy sent to each exhibitor.

The list of applicants for space received up to Saturday last is as follows:

Black Mfg. Co.	2	Marion Cycle Co.	2
Braddock Hose Supporter Co.	1	McMullen, R. B. & Co.	1
Boucher, J. F. & Co.	1	Monarch Cycle Co.	4
Bridger, James	2	Morgan & Wright	2
Buffalo Wheel Co.	1	New Departure Bell Co.	2
Columbia Rubber Works Co.	2	New York Standard Watch Co.	1
Cole, G. W. & Co.	1	New York Belting & Packing Co.	2
Chicago Tip & Tire Co.	2	National Cycle Mfg. Co.	1
Cushman & Denison	1	New York Tire Co.	2
Diamond Rubber Co.	1	Parkhurst & Wilkinson	1
Eastern Rubber Co.	2	Plymouth Cycle Mfg. Co.	2
Eclipse Bicycle Co.	3	Rouse, Hazard & Co.	4
Fauber, W. H.	1	Stearns, E. C. & Co.	1
Hill Cycle Co.	4	Snell Cycle Fitting Co.	1
Indiana Bicycle Co.	4	Speeder Cycle Co.	1
Indianapolis Rubber Co.	1	St. Louis Refrigerator & Wooden Gutter Co.	2
Ide, F. F., Mfg. Co.	2	Tillinghast Mfg. Co.	1
International Mfg. Co.	2	United States Tire Co.	1
Kingman & Co.	2	Wayne, R. C.	1
Kenwood Mfg. Co.	2		

# TRIBUNE BICYCLES!

WE WILL EXHIBIT AT THE

## New York Show, Spaces 115 and 116.

### GENERAL AGENTS:

BAKER & HAMILTON, San Francisco, Cal.  
California, Nevada, Oregon, and Washington.

THE E. C. MEACHAM ARMS Co., St. Louis, Mo.  
Missouri and Lower Illinois.

MORGAN & BEACH, Fort Wayne, Ind.  
Indiana, north and east of Wabash County.

HARBISON & GATHRIGHT, Louisville, Ky.  
Mississippi, Louisiana, Arkansas, Kentucky,  
Tennessee, Alabama, Texas, Oklahoma, and Indian Territory.

A. H. POMEROY, Hartford, Conn., State of Massachusetts.

THE GEO. MAYER HARDWARE Co., Denver, Colo.,  
State of Colorado.

H. T. CONDE IMPLEMENT Co., Indianapolis, Ind.  
Indiana, south and west of Wabash County.

STUDLEY & BARCLAY, Grand Rapids, Mich.  
Michigan, exclusive of Detroit and vicinity.

WM. H. COLE & SON, Baltimore, Md.  
Maryland, Virginia, West Virginia, North Carolina,  
South Carolina, Georgia, and Florida.

THE BLACK MFG. CO., = = ERIE, PA.



**THE BEARINGS**  
THE CYCLING AUTHORITY



To all to whom the BEST is dear—  
The man and eke the dame;  
To every rider, far or near,  
This message speed ('tis added here)  
Be sure and see that name:

**Peerless**

—Just a Little Better than the Best.—


**The TRIANGLE,**  
Full Roadster.

**The PEERLESS,**  
Light Roadster and Racer.

POINTS FOR TALKING—AND SELLING:

Instantly Adjustable Handle Bar—No Wrench Required; Combined Handle Bar Clamp and Lock Nut; Detachable Sprockets—Simple and Strong; New Seat Post Device—Never Equaled; Large Tubing and Fine Lines; Design and Construction Superb.

**PEERLESS MFG. CO., Cleveland, Ohio.**

 The Man that Wants to Handle a Splendid Wheel at a LIVING DISCOUNT Should Write Us.

By the way. Send for CATALOGUE.

Mention The Bearings

**REMEMBER THIS**

WE FIT ALL OUR

**Wabash Cycles**

WITH JESSOP'S

**TOOL STEEL BEARINGS**

ASK OTHER MAKERS OF

**MEDIUM PRICED BICYCLES**

IF THEY DO THE SAME

**THORSEN & CASSADY CO.**

141 and 143 Wabash Ave., CHICAGO.

Manufacturers of  
**THORSEN and WABASH  
BICYCLES**

DO YOU WANT  
AN EXCLUSIVE AGENCY?

Sole Agents  
**STEARNS, LOVELL DIAMOND, and  
REMINGTON BICYCLES**

**THE WABASH LINE.**

Racer, Model A, 18 lbs.,	-	list \$90.00
Gents', " B, 21 "	-	" 75.00
Ladies', " C, 25 "	-	" 75.00
Youths', " D, 23 "	-	" 50.00
Misses', " E, 20 "	-	" 50.00
Boys', " F, 22 "	-	" 40.00
Girls', " G, 25 "	-	" 40.00



## SOUTH TEXAS TRADE NOTES.

**GALVESTON.**—The cycle trade in Galveston for 1895 'has certainly started off in such a manner as to cause many predictions to the effect that at last the Island City will have a real live move on herself, and that Galveston will be as good a bicycle town as any of the Texas cities.

There does not seem to be any great amount of enthusiasm among the riders, and very few 1895 sales have been made, but the epidemic seems to have struck the dealers, and the salesman who can not go to Galveston and come back with an order now would be an exception. Perhaps the most enterprising of the cycle dealers in Galveston to date is W. F. Stewart, who bought out the sporting-goods business of Victor Corteniz. Mr. Stewart might be considered a plunger, and it is doubtless due to his nerve that the present state of affairs exists, which is in such marked contrast to previous years.

To quote Mr. Stewart's own language, "I'd as soon have my money tied up in bicycles as anything else, or lying idle in the bank." He further stated that when he bought out the sporting-goods business he saw no bicycle stores in town, nor any other stores handling wheels, so he concluded to start it off. He succumbed to the wooings of the representative of the Avery-Planter Co., of Kansas City, Mr. During, who—so Mr. During himself stated—succeeded in getting Mr. Stewart's order for 100 Sterlings. Mr. Stewart states, however, that the order was only for one wheel. Mr. Stewart followed up this order with further orders for Remingtons, Majestics, and Featherstone wheels, and then the epidemic began, and the rumors of cycle stores, and large orders from every available quarter began to spread. Mr. Parker for the Stearns wheel placed the Stearns with Mr. Corteniz, who is opening a new sporting-goods house, and Mr. Graham for the Waverley secured an order from Labadie Bros. In addition to this Mr. Dulitz, who has handled Ramblers for several years, made his annual Rambler order, and followed it up in a few days with further orders, having placed his first shipment at once.

This makes four dealers who, it is reasonable to believe, will handle and make a specialty of bicycles during 1895. In addition to these of course there will be the usual number of vest pocket agencies, and there may be further additions to the legitimate cycle stores within the next few days. Business promises to be brisk, and someone will reap the benefit of Mr. Stewart's pluck in having the nerve to give the business a substantial start.

**HOUSTON.**—Houston has always been a pretty fair bicycle town, but has never boasted of more than one exclusive store, although several firms have attempted to handle bicycles as a side line, from time to time, but they always soon got enough and dropped out, leaving the place to some other candidate for experience in the bicycle line. For 1895 however there will be two exclusive stores, viz.: the Houston Cycle Co., the present store, and a new firm which will be known as Wilson, Evers & Co., and as the saying goes, they expect to "cut some ice." Their start would satisfy the most fastidious cycle salesman when it comes to bona-fide big orders, as the firm is advertising over their own signature that they have sufficient confidence in the Stearns to make their first order for fifty. They have rented the entire first floor of one of the largest buildings in the city, and will have over twice as much floor space as any other cycle store in the state. They have engaged a large force of assistants, and if the Stearns is not the leading wheel in Houston, it won't be the fault of Wilson, Evers & Co. Mr. Wilson, the senior member of the firm left on January 10 for Chicago where he will purchase the latest equipment for their mechanical department.

The mechanical department will be under the supervision of Robert Gill. Mr. Gill will also be mounted on a "yellow fellow" during the 1895 racing season, and will doubtless be heard from at all southern race meets.

The entire firm are new in the trade, but will doubtless soon assume a prominent position in Texas trade circles.

Houston trade has already started off quite briskly, and the Houston Cycle Co. report a number of sales for Ramblers, and an increased demand for cheap wheels. So far they have been unable to fill orders with any degree of promptness, and all wheels have been taken just as fast as they arrived by express, and orders are being telegraphed in daily.

The 1895 Rambler has made a decided hit, notably the small wood rim for the clincher pattern tire, which has removed every objection for wood rims fitted to G. & J. tires.

As an evidence of Texas prosperity, the Houston Cycle Co. say that five out of every six of their 1895 sales have been for cash, as compared with almost the opposite previous seasons.

The following traveling salesman have been here to date, all of whom report a good trade at all previous points visited: T. N. Parker, representing E. C. Stearns & Co.; N. A. Quilling, Overman Wheel Co.; H. P. During, Avery-Planter Co., Kansas City, Mo.; H. D. Spore, Gormully & Jeffery Mfg. Co.; L. B. Graham, Indiana Bicycle Co.; C. L. Reiersen, Yost Mfg. Co.; and there are several other men in the state who may be expected most any day.

The Geo. Pearce Co. have issued their new catalogue of lamps, saddles, and toe clips, giving full descriptions of each style made by them. They are receiving many orders for their line of goods, and are correspondingly happy. Their new factory at Freehold is now complete and is running full time.

The Syracuse Cycle Co. have taken a great many orders for Syracuse tandems. The machine is a beauty.

## ENGLISH TRADE NOTES.

**LONDON, Dec. 22.**—Many wonderful stories were of course told at both the shows to the various reporters as to the extent of business done, and I smiled when one young manufacturer of an almost unknown wheel gravely informed me that he had just received an order from a foreign agent for 10,000 machines. That young man must have mistaken me for the representative of some big daily who had been sent down to do copy at any price. As a matter of fact the business done at either of the shows was not at all grand, and so far as the big makers go, there is little doubt that orders would be obtained equally well without a show at all. In fact I hear it rumored that more than one large firm is seriously contemplating the advisability of not exhibiting next year. I sincerely hope, however, that nothing may come of this movement, for I certainly think that the shows are of considerable benefit to the trade, though unfortunately the benefit does not appear at the time, as it did in the early days when the public used to order direct from the various exhibitors instead of going away to think matters over as is the custom at present.

The proper brazing of the inside liners now fitted in most of the best cycle frames in this country is a matter of great importance and it is not always easy to ascertain whether the work has been properly done, even expert workmen occasionally failing to detect that the brass has not always caught. Mr. Lovelace, of Benstridge, is said to have invented a new method of constructing cycle frames without the employment of liners. He claims to have carried out a number of tests with various gauges of tubing down to twenty-four, and to have hit upon a process which in removing the scale also hardens and toughens the tube to such an extent that it can not be either broken or bent at the joint, that point being so greatly strengthened that the tubing will bend and break at any other place before it will snap at the brazing. The process is said to be remarkably simple, and if it really does all that is claimed for it it should mark a new era in cycle construction.

The gear question has lately caused a deal of attention to be paid to the chains used on cycles and not a few inventors of the more practical type—by which I mean those who are sufficiently scientific to know that you can not increase the speed of a machine by adding friction—are setting themselves the task of improving the running powers of the ordinary chain gearing. A most ingenious device for providing automatic adjustment of the pitch of the chain has just been patented by a lady. The chain wheel is so arranged that the pitch adjusts itself in such a manner as to compensate for the wear of the links of the chain and the teeth of the wheel itself. The wheel over which the chain runs is not provided with the usual fixed shoulders, but is cut away plainly from the teeth to the spokes, and on each side of it are fastened two discs which take the place of the shoulders, and upon which the chain rests. These discs are, however, loose upon the chain wheel boss, and their edges are cut into a number of slightly tapering flaps corresponding with the number of teeth upon the wheel. The two rings are connected by bolts passing through slits in the wheel. As the chain wears and stretches, the discs are turned round, thus bringing a higher portion of flaps under the chain and raising the latter to the proper pitch, so that the blocks may take their proper position on the teeth. There may possibly be something in this idea. Anyway it seems worthy of notice.

The report of the Pneumatic Tire Co., Ltd., which shows a profit authorizing a dividend of over 200 per cent must, be very satisfactory to the fortunate shareholders, but it tells a tale to the public and the trade which is not calculated to cause the feeling that we are paying a good deal too much for our tires to abate in the least. The fact is that pneumatic tires could be sold at about two-thirds of the present price, and still allow of a handsome profit. It will be a fine thing for the trade and riders alike when the Dunlop patent expires, always supposing that it really is a patent.

The prospectus of the British Aluminum Co., has just been published. The capital is \$1,500,000, divided into 20,000 7 per cent cumulative preference shares of \$50 each, and 10,000 ordinary shares of \$50 each. We have heard all about aluminum before, "many a time," in fact. Will the public subscribe? Probably, but as I have never heard anything special of the aluminum made by the company, or of any process by which it can be satisfactorily joined for cycle frames, I am not applying for shares myself.

The manufacturers of the Bamboo cycles are turning their business into a company. Now we can understand the booming!

There is some talk of holding the National Show at Birmingham next year, though why I do not know. It is generally supposed that the agents are to be considered, and that they would rather meet in a central place, and near the home of the trade, but I believe that the agents could do very well without a cycle show at all. The public, however, has become used to such exhibitions, and so wants them, and, therefore, they will have to be held, in order that people may see what are the latest patterns, even if they do not place there orders there and then. What better place than London could be found, or what spot where so many people would attend? Surely none.

There was a new electric lamp designed for cycles on view at the National Show, but it had the old drawback of a heavy battery and the constant bother of recharging. Will not some American electrician send us a good, cheap, and practical lamp? It would mean a fortune for its inventor.

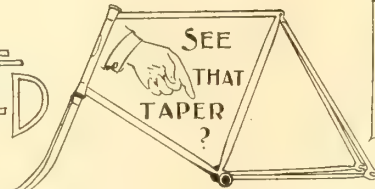
Messrs. Sharratt and Lisle, the makers of the Star cycles, which are pretty well known round about Wolverhampton, have just turned their business into a company under the title of the Star Cycle Co., Ltd. The capital is \$250,000 divided into 25,000 6 per cent cumulative preference shares of \$5 and 25,000 ordinary \$5 shares. The present issue is one of 12,000 prefer-



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ence shares and 15,000 ordinary shares, of which latter at least 7,000 are reserved as part payment for the vendors. The purchase price is \$128,450, including the fully paid-up shares referred to.

The Jewel pneumatic tire, which was exhibited at the National Show and is being put upon the market by the Scottish Mfg. Co., of Glasgow, seems to be a good thing. It consists essentially of the same arrangement as the Webb tire exhibited on the Union cycle at the Stanley show, and contains a similar ratchet for the tightening of the detachable wire. The outer cover has the appearance of a tartan. This is due to the way in which the cover is made, and the inventors say that the tire is a perfect non-slipper. It is very light as pneumatics go, a pair of roadsters only weighing about three pounds. It seems to be fairly resilient.

The cost of the shows is at present being considered by not a few houses who are of opinion that the game is not worth the candle at the present rate of expenses. Many firms expended as much as \$5,000 over the Stanley or National exhibitions, and there seems to be a general feeling that the expenses might be considerably curtailed without in any way altering the amount of business done.

There is once more the cry for universal nuts and bolts going forth throughout the land. I have not much faith in it nor do I think that the trade will ever be sufficiently at one with the best interests of riders, to bother about such a matter, which, after all, only affects the comfort of their customers. Perhaps, however, in years to come, when American manufacturers have taught our people that the way to build up a good and lasting connection is not by employing nimble young men to beat each other's records, but by systematically giving the best possible value for money, and by carefully studying the individual requirements and wishes of riders, such a matter may be deemed worthy of attention.

With the suppression of road racing, which there can be little doubt will be sternly put down by the authorities next season, the trade will benefit a little in the matter of the makers' amateur question, for if fast men are still retained for path work, the expenses of pacemakers and railway fares will be less. Still I believe most strongly that if one or two of the best and largest firms would present some of the racing men retained by them with the "honorable order of the sack," the trade would be in a healthier condition and the profits a good deal increased without detracting from the quality of the machines turned out, which should really be the advertisement of the firms which make them. Surely the public must see that records depend upon the men and not upon the machines.

It is curious to note how mad some people have gone over the narrow-tread craze and how little they know of the subject. The other day I put a well-known racing man, who has written a good deal on the advantages of a narrow tread, on a tandem with a 6½-inch crank axle and he never noticed the width until after a ride of fifty miles I pointed it out to him, when he would not believe it until actual measurements were taken. There never has been anything in the cycling world so much over-rated as the narrow tread advantage—except perhaps the Boudard gear.

"What are the real improvements for next year?" asked a friend of mine the other day, and I couldn't answer him, because there is no important alteration in general design, with the exception of the new Centaur bearings and the Self-Locking frame introduced by Messrs. Humber & Co., which the firm's chief works manager seems to have done his best to spoil, judging by the samples exhibited at the National Show. No, the cycle has settled down to a fixed pattern, and there is no likelihood of any great alteration in the future, unless foreign competition makes our conservative manufacturers give that attention to details which is so much wanted before the cycle can be considered perfect.

John Browning, in *News of the Wheel*, says that there are more lady tricyclists in England than lady safetyists, and asks for better tricycles to be made and more attention to be paid to the three wheeler generally. As a matter of fact the number of ladies who now ride bicycles exceeds by at least three to one the total of both male and female tricyclists put together, so that I can not see that much good is likely to come of the attempt to whip a dead horse into life, which is suggested. The tricycle is dead commercially speaking, and until the days of electrically propelled vehicles it is likely to remain so.

WILL O' THE WISP.

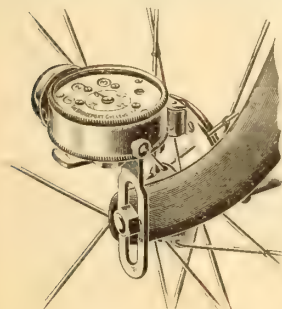
#### Bridgeport Cyclometers.

The Bridgeport Gun Implement Co., of 313-315 Broadway, New York, will have three models of cyclometers on the market next year. The Model A

registers 1,000 miles and repeats, or can be set back to zero at will. It has a nickel finish, with a white celluloid face plate, and enlarged figures on the dials. The brackets and dogs are improved. Weight, six ounces.

Model B is the same as Model A, but is fitted with a bell which rings at every mile. It registers 1,000 miles and repeats, or can be set back to zero at will. It can be fitted to twenty-eight and thirty-inch wheels. Weight seven ounces. The Model C registers 10,000 miles accurately and repeats. It is recommended especially to wheelmen who take long trips, or enter for club mileage records; and also to those who do not care to

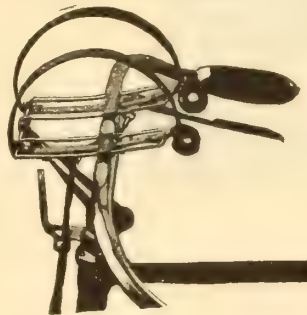
set the cyclometer back to zero. This cyclometer repeats at the end of 10,000 miles. Weight, 6¼ ounces.



Model B.

#### A Useful Carrier.

Handy little luggage carriers are those invented by C. H. Lamson, of Portland, Me. The carriers bear the name of the maker, and are manufactured in several sizes; they are also single and double, the single ones designed to carry parcels, the double ones for parcels and a camera. Prices range from \$1 to \$2. The carrier will fit any machine, and does not interfere with the use of a lantern or brake. No. 10, the one in illustration, is very light, adding scarcely any weight to the machine.



Luggage Carrier No. 10

#### Boston Branch of the Eagle.

The Eagle Bicycle Mfg. Co., of Torrington, have recently opened a branch store at 7 Portland Street, Boston, Mass., with the popular young manager Carle P. Cubberly in charge. They have a very attractive store in the business section of the city, and with the handsome line which they are showing this season and Mr. Cubberly's large acquaintance, they are anticipating a large eastern business.

#### A Correction.

Readers of THE BEARINGS wishing the Czar calendar will please address their letters to a concern who are agents for E. B. Preston & Co., who are located at 35 McCance Block, Pittsburg.



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MENTION THE BEARINGS.

### PNEUMATIC TIRES FOR VEHICLES.

Pneumatic tires for vehicles are just now receiving the appreciation they deserve. Last year probably less than 200 vehicles, not counting track sulkies, were equipped with these tires, but from the present outlook their numbers will increase to thousands. Several tire manufacturers are making a specialty of this class of work, and a number of them had interesting exhibits of vehicle tires at the Chicago cycle show. Among them was the Diamond Rubber Co., of Akron, Ohio. A set of their single-tube vehicle tires were sold in October to the firm of Eberhard & Wright, of Cleveland, Ohio, who had taken up that line of trade. They had a ball-bearing wheel of their own make, and were hunting for a good tire for use on it. They



put them to service for nearly two months on a road wagon, and tested them severely by rough driving on the hardest streets and roads to be found. They stood up amazingly well, not suffering a puncture or showing any other trouble. They then put a box bed on the wagon and loaded it with 2,000 pounds of coal. This they hauled about the city, and to farther their endurance, they put men on the wagon, one after another until the seventh man was up, when the wheel crushed under the heavy weight, but without any harm to the tires. The accompanying illustration shows the vehicle and its load of coal. Any farther desired information will be furnished by the company by or their general sales agents Kellogg & Watson, Monadnock Block, Chicago.

#### A Valuable Load of Bicycles.

The accompanying cut was taken from a photograph taken of the subject represented. The carload of bicycles was shipped by the Syracuse



Cycle Co. to their western agents, the Shapleigh Hardware Co., of St. Louis, and represents about \$12,000 worth of wheels.

#### Will Handle Crawford Wheels.

The Crawford Mfg. Co., of Hagerstown, Md., with branches at New York and St. Louis, Mo., announce that their line of Crawford wheels is being handled by the following firms as agents: Stauffer, Eshleman & Co., New Orleans, La.; Simmons Hardware Co., St. Louis, Mo.; Shapleigh Hardware Co., St. Louis, Mo.; Julius Andrae, Milwaukee, Wis.; Wier & Wilson, Baltimore, Md.; Farwell, Ozmun, Kirk & Co., St. Paul, Minn.; McIntosh-Huntington Co., Cleveland, Ohio; Bigelow & Dowse Co., Boston, Mass.; Albany Hardware & Iron Co., Albany, N. Y.

Humber & Co., America, Ltd., have opened their main office at 318 Broadway, New York, with Elliott Burris in charge.























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